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9.30 „ to 10.00 „ ... „ 15 „
10.20 „ to 12.30 p.m.... „ 30 „
12.30 p.m. to 2.30 „ ... „ 10 „
2.30 „ to 4.30 „ ... „ 30 „
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TIME TABLE.
On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)
DOWN TRAINS

Stations	No. 3 A. Local. a.m.	No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 19* Local. p.m.	No. 21 Local. p.m.	No. 23 Local. p.m.
CANTON (Tai Sha Tau) dep.		7.30		9.25		1.30				
SHEK LUNG ... arr.		8.40		11.07		4.55				
dep.		8.45		11.17		4.50				
Sham Chun ... arr.		10.35		3.00		6.40				
dep.	7.27	10.30	8.10	4.30	11.45	6.45	3.00	4.04	6.11	9.04
Sheungshui ... dep.	7.33	—	8.16	4.37	11.51	—	3.06	4.10	6.17	9.10
Fanling ... dep.	7.37	—	8.21	4.42	11.56	—	3.10	4.14	6.21	9.15
Taipo Market ... dep.	7.46	—	8.32	4.54	12.06	—	3.21	4.24	6.32	—
Taipo ... dep.	7.52	—	8.37	5.00	12.09	—	3.27	4.30	6.38	—
Shatin ... dep.	8.04	—	8.49	5.14	12.22	—	3.40	4.41	6.48	—
Tsaimati ... dep.	8.17	—	9.04	5.30	12.35	—	3.53	4.53	7.00	—
Tunchow ... dep.	8.23	—	9.10	5.36	12.41	—	3.59	4.59	7.06	—
KOWLOON ... arr.	8.38	11.10	9.13	5.39	12.44	7.25	4.02	5.02	7.09	9.35

Wednesdays and Saturdays only, until Sept. 15th.

UP TRAINS

Stations	No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local.	No. 16 Local. p.m.	No. 20 Local. p.m.	*No. 12 Through Express. p.m.	No. 22 Local. p.m.	No. 24 Local. p.m.
Last Ferry leave ... H.K.	6.28	7.55	9.05	10.15	11.45 a.m.	1.05	4.05	5.25	6.28	6.05
KOWLOON ... dep.	6.45	8.10	9.20	10.32	12.01 p.m.	1.19	4.20	5.40	6.53	6.20
Hunghom ... dep.	6.50	—	9.25	10.37	12.04	1.22	4.24	—	6.58	6.25
Yaumati ... dep.	6.57	—	9.32	10.45	12.09	1.29	4.31	—	7.04	6.32
Shatin ... dep.	7.09	—	9.46	10.54	12.23	1.40	4.45	—	7.14	6.47
Taipo ... dep.	7.22	—	10.00	11.09	12.35	1.53	4.59	—	7.27	7.01
Taipo Market ... dep.	7.28	—	10.07	11.15	12.38	1.57	5.05	—	7.31	7.05
Fanling ... dep.	7.37	—	10.19	11.27	12.47	2.07	5.14	—	7.41	7.18
Sheungshui ... dep.	7.41	—	10.23	11.32	12.50	2.11	5.18	—	7.45	7.22
Sham Chun ... arr.	7.58	8.50	10.38	—	—	—	5.35	6.40	8.00	7.34
dep.	—	8.55	10.50	—	—	—	—	6.45	—	—
SHEKLUNG ... arr.	—	10.35	1.53	—	—	—	—	8.30	—	—
dep.	—	10.40	2.15	—	—	—	—	8.35	—	—
CANTON (Tai Sha Tau) arr.	—	11.50	3.10	—	—	—	—	9.40	—	—

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
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Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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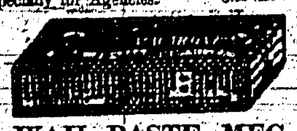
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CHINESE PAWNSHOPS AND LOAN SOCIETIES.

[By our Canton Correspondent.]

When the stranded gambler in Canton hands his genuine "sparkler" over the counter of a pawnshop he gets the loan which the shop is willing to give together with a receipt saying that the article pawned is only a piece of clear glass. The woman in hard financial straits who sends her servant to pawn a genuine pearl in a gold setting gets back a receipt saying that the shop is making a loan on a false pearl in a brass setting. But the bailor knows that when he reclaims his valuables that he will get back the same articles that he has pawned in spite of what the receipt may say.

The explanation of this custom runs so far back into the maze of Chinese history that the beginning of the custom is hard to find. Pawnshops in China appear very early in the history of the people. The pawnshop-keepers explain that there was a time when people pawned brass and claimed gold. To prevent this the pawnkeeper now always describes articles pawned as useless, in order to prevent fraud. In spite of this fact, the people patronize the pawnshops, for all through China they have established an enviable reputation for honesty in dealing with customers.

In a city like Canton, where a large part of the population is not far removed from financial difficulties, the pawnshop loaning money on personal possessions is a firmly established institution doing an immense business. There is none of the odium attached to the business that there is to the shops showing the three balls in western countries. The pawnbroker in China has a highly respectable business which is considered desirable because it is regarded as "safe."

There is little chance for the pawnbroker to lose. About the only chance for loss is in the valuation of articles of doubtful value brought in for pawning. Consequently, the clerk who fixes values of articles brought into the shop is an *employé* upon whom much responsibility falls. He is chosen with a good deal of care, for he must be able to distinguish the real from the imitation in a great variety of articles. So trained are these men, however, that they seldom make a mistake in fixing a value.

The pawnshop in China does not assume the responsibilities which the bailee of property usually carries in western countries. In case of fire, robbery, theft or damage by insects the pawnbroker does not bear the loss. The loss falls upon the person who has put the property into his charge. If the pawnshop is grossly negligent it may be forced to reimburse, but this has happened so seldom that it is generally assumed that the person putting the articles in pawn must chose his agent with care and must bear any loss which ensues.

In Canton there are two classes of pawnshops. One group makes loans for a period of three years as a maximum. The other loans only for a period of one year or less. Rates of interest charged would be considered rank usury in the eyes of western law. The rate varies from one and a half to three per cent. a month. This means that the rate is from eighteen to thirty-six per cent. annually. The rate varies according to the kind of article pawned and the length of time for which the loan is made. As a general rule the longer the period the smaller the rate of interest. Articles which find a ready sale are received at a lower rate of interest.

Contrary to practice in western countries, articles of clothing are considered desirable by the pawnbroker. This is because there is a Chinese demand for second-hand clothing such as does not exist in a western country. Jewellery, taken readily by the pawnshop in a western country, is charged a high rate of interest in China, particularly if it is extremely valuable. It is found that the Chinese who can afford to buy expensive jewellery does not wish to invest in second-hand jewellery.

If pawned goods are not redeemed within the time specified they are sold to brokers, who in turn sell them to shops. However, it is possible for the bailor to pay the interest due on a pawned article and to extend the time indefinitely so long as interest payments are made. One street of considerable length in Canton deals only in goods brought out of the pawnshops. Sales of unredeemed goods are not, as a rule, made from the pawnshops to the individual customer, unless it is done as an accommodation to a friend. The pawnshops have found it to their advantage to allow the small shop to retail the goods.

An interesting commentary on justice in China is the fact that although a person may know that his goods have been pawned by a thief who has stolen them, it is not possible for the real owner to claim his goods until he secure the pawn ticket and pays the sum of money with interest which the shop has advanced. The western rule of law "let the buyer beware" does not operate against the pawnshop in China. No questions are asked by the broker as to how the person came into the possession of the goods for which he asks a loan. For this reason the thief in China has a comparatively easy task in getting rid of stolen goods.

An interesting practice in Canton is the selling of pawn tickets by those who do not wish to redeem their goods. These tickets are sold to vendors on the streets who, in turn sell them to purchasers who wish to take a chance on getting something for almost nothing. Many of these pawn tickets are "doctored up" to bait the customers. As one Chinese says, "You may be sure that the ticket does not call for anything of much value or the ticket vendor would take it up himself." In spite of this fact, there is a brisk trade in "second-hand" pawn tickets, evidenced by the fact that nearly every street has a number of men with these red and white pawn tickets for sale.

The past year has been a prosperous one for the pawnshops. Business is better than usual because of the large number of gambling houses which are flourishing in the city. The gambler gets reduced in finances and pawns his valuables in order to get new capital to retrieve his losses.

(Continued at foot of next column.)

Not all those who patronize the pawnshops are in financial straits, however. The pawnshop is regarded as a safe deposit place for summer clothing in the winter time, and for winter clothing in the summer time. On his clothes the bailor receives a sum of money for which he must pay what the European regards as a heavy rate of interest, although it would not be so regarded in China. In return he has his clothes well cared for to be redeemed when needed.

THE LOAN ASSOCIATIONS.

Another very common way of borrowing money in Canton and throughout China is through loan societies which do not have an exact equal in western countries. Eleven men or women agree to enter a loan society on the urging of a twelfth person who is the organizer. To start the society, each person agrees to put a certain sum of money into the fund. Among the poor this may mean a very few cents each, but the sum may run to as much as a thousand dollars a person, though this latter amount would be considered very large. In the society with which I am most familiar each of twelve men agreed to contribute thirty dollars. At their first meeting this sum of $360 was then turned over to the organizer for his use without interest until the society should close up its affairs at the end of two years, when each of the eleven men are to receive back his thirty dollars. The organizer at the opening meeting gave a feast to the eleven men which cost him ten dollars.

It was agreed that the association should meet every two months. At the second meeting each man, excepting the organizer, was allowed to make a bid to borrow from the society. Each man stood ready to put thirty dollars into the fund at this second meeting if called upon to do so. As a matter of fact, each man actually put twenty-four dollars into the fund, because one man who needed the money made a bid to receive $282 and to him each man paid twenty-four dollars. Other bids of $250 and $300 were not accepted. At the third meeting bids were made again, and the man willing to receive the smallest amount was paid that amount by the others. It was, also, a characteristically Chinese custom that the man securing the use of the money was under obligation to give a feast costing ten dollars to the others. So is business and pleasure united in this country. Each man who makes a successful bid is not allowed to make a second bid for the money during the two years, so that during this period each man has a chance to get the use of a sum of money contributed by the others.

This is but one form of the loan society, although the most common. Sometimes the person who is to get the use of the money is determined by lot. For the use of the money a high rate of interest is paid. At the end of a fixed period the money is repaid and another person, chosen by lot, gets the use of the money.

Such investments as this are regarded as risky, for there is no way to keep the borrower or the organizer from running off with the capital. No security is given. Since there is no banking system in China which provides for the making of loans at a reasonable rate, this plan has been worked out because of force of circumstances. It is a life saver to many people who are forced to find money quickly to bury relatives or provide funds for a marriage. The plan also contains enough of the game of chance to make it attractive to the average Chinese who loves gambling more than most men.

JAPANESE MAY QUIT ROUTES TO AMERICA.

N.Y.K. AND O.S.K. SERIOUSLY CONSIDERING WITHDRAWAL.

The Osako Shosen Kaisha and the Nippon Yusen Kaisha are seriously considering the withdrawal of at least a number, and probably all, of their vessels from routes to the United States as soon as the Jones Bill becomes effective, says the *Japan Advertiser*. It is the intention of these companies to make a strong bid for trade with South America, South Africa, India, Australia and Europe and to abandon the United States trade.

Mr. Atsumi, of the O.S.K., believes that this action will be a severe blow to Japanese exporters as the withdrawal of Japanese steamers will leave the entire business in the hands of American shipping interests without competition and this will have a tendency to make freight rates higher. He says that the large steamship companies of Japan will not suffer as much from the American shipping bill as the Japanese exporters, because the steamship companies are able to seek other routes but the exporters will be compelled to trade with the United States.

The Toyo Kisen Kaisha steamers are subsidized, as are some of the N.Y.K. vessels, and they may have some difficulty in obtaining the consent of the Government to withdrawing these ships. In order to escape the preferential freight rate across the United States, the O.S.K. is planning to take freight offerings to the Eastern States direct to New York, *viâ* the Panama Canal. It is also planned to divert as much freight as possible *viâ* Vancouver and to coal at that port.

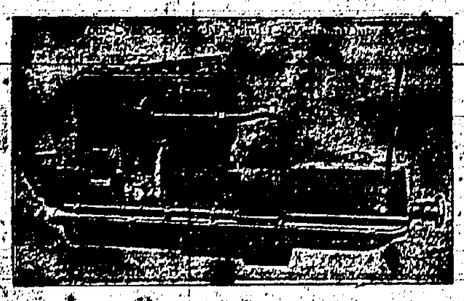
The Yokohama Exporters' Association held a meeting in Yokohama recently to consider ways and means of handling the problem. Representatives of the larger steamship companies were present and were invited to explain the details of the Jones Bill and to give advice in regard to the proper course to take when the law becomes effective. It was decided at the meeting to appoint a special commission to work in the interests of the exporters. This commission to be instructed to co-operate with exporters' associations in other large cities in Japan. It was also agreed to cables at once to connections in the United States and to consignees advising them of the importance of making every effort to prevent the bill from taking effect. A petition is to be presented to the Government requesting that the question be taken up at the present session of the Diet, and that the various consular officials in the United States be instructed to use their influence to assist Japanese trade.

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FAR EASTERN PROBLEM.

IV.—ATTITUDE OF THE JAPANESE EMPIRE.

Continuing his series of articles in *The Times*, Mr. J. O. P. Bland writes on Misunderstood Japan as follows:—

In describing the situation in China, I have endeavoured to show that if the world's oldest civilisation is to be saved from disruption a common purpose of helpful and disinterested friendship towards her must actuate the Governments of Great Britain, the United States, and Japan, and especially Japan. For the attainment of this end it is clearly essential that cordial relations should exist between the Consortium Allies, and in particular that everything possible should be done to put an end to the misunderstandings and differences which have arisen during the past few years, and which have created a dangerous state of tension at more than one point of contact.

No good can come of shutting one's eyes to the fact that, born in the United States and in Japan, a powerful section of the Press pandders to the Jingo element, and that, by fomenting jealous suspicions, it has created in the public mind an impression of irreconcilable differences, which nothing in the actual situation justifies. Nor can it be denied that feelings or antagonism towards Japan are very prevalent to-day throughout the foreign communities in the Far East, and that the relations between Englishmen and Japanese at the Treaty Ports are distinctly more strained than they were 10 years ago.

Making every allowance for trade rivalry and the somewhat aggressive quality of self-assertion which the lower classes in Japan have developed since the war with Russia, the prevalence of this unconcealed antagonism in communities which have everything to gain from friendly relations is not easily explained. Remembering that when Japan fought Russia for Korea and Manchuria all the sympathies of Americans and Englishmen were on the side of the Japanese, it is difficult to account for the revulsion of feeling which has taken place. It was, of course, inevitable that, with the eclipse of Russia and the emergence of the United States as a military Power, new lines of national sentiment, new conflicts of economic interests, should be created. Nevertheless, I believe that there is nothing in any of the questions now at issue which need cause permanent estrangement; nothing that cannot be satisfactorily adjusted if only commonsense and more accurate knowledge of the main facts are brought to bear upon them.

BASIS OF EASTERN PEACE.

Beyond all question, the salvation of China and the peace of the Orient depend to a very great extent upon a clearer appreciation in England and America of the fundamental needs and purposes of Japanese policy and of the economic pressure behind it. Wider knowledge of the subject would assuredly lead to a more sympathetic attitude, and if the steadily growing force of Liberalism in Japan were encouraged and strengthened by such an attitude, the power of the Military Party at Tokyo would be undermined and a solution found for all outstanding questions, even for the problem of the "open door."

No charge has been more than frequently made against Japan in recent years than that of being irretrievably addicted to militarism; yet anyone who knows anything of the Japanese people and its history knows that the charge is unfounded, and that Japan is no more likely to go to war for war's sake than is England or France. The Japanese are a brave and patriotic people, and the spirit of robust nationalism shows no signs of decay amongst them, but the military profession is by no means popular, even in the higher ranks of society; in fact, its prestige is now so greatly diminished that it is quite a common thing for a young woman of good family to refuse to marry an officer.

The prevalent conception of Japan as an aggressive militarist nation owes much of its origin, no doubt, to the Government's policy towards China. But if those who criticise that policy would trace the unbroken connection between it and the country's imperative economic necessities, they would be compelled to make more allowance than they usually do for the absence of altruism and lofty idealism in Oriental statecraft. For a nation to claim the right to expansion in a spirit of wanton aggression is one thing; to do so under the compulsion of a fierce struggle for bare existence, for food and elbow-room, is merely to obey the first law of nature, as every active, self-helping race has obeyed it since the beginning of time. A native writer put the problem succinctly when he said: "The Japanese people must either die a saintly death in righteous starvation or expand into the neighbour's backyard—and Japan is not that much of a saint."

JAPAN'S FOOD PROBLEM.

The problem which Japan has to face is easily stated. It is merely a question of providing food for a population which already exceeds the limit which the country's soil can support, and which is debarred by our exclusion Acts from seeking relief in the least populated regions of the American and Australian continents. The problem is in reality only one of many manifestations of the unpleasant truth, which the war has brought home to the world at large, that the pressure of population upon this planet's food capacity has become, and must remain, acute. The severity of this pressure in Japan is grimly indicated by a death-rate which averages 21.5 per thousand, and by the fact that 200 out of every 1,000 deaths are those of children under 12 months old.

The elemental facts of the Japanese situation are (1) that with a birth-rate of 32 per thousand, the population increases every year by about 750,000; (2) that in the last 10 years the inhabitants of Japan proper (excluding Korea and Formosa) have increased from 30 to 37 millions, which gives an average of 380 persons to the square mile; (3) that during this period the area of land under cultivation has been increased by 5 per cent., and the rice production by 4 per cent., as against an increase of 12 per cent. in the number of mouths to feed. So long as the present birth-rate is maintained, the nation must, therefore, depend more and more upon imported food supplies. Now, there is no possibility of materially increasing either the area under cultivation or the productivity of the soil. In Japan the rice fields not only fill the valleys, but everywhere on the hill sides you will find them, terraced and artificially irrigated at an incredible cost of human labour. As I journeyed this spring from Mogi to Kobe by the railway which skirts the beautiful shores of the Inland Sea, it seemed to me that the villages had grown perceptibly larger and the rice fields smaller during the last 10 years. The dead occupy no space in the food-growing area here, as they do in China. As one sees the children swarming in these close-clustering hamlets, one cannot help wondering can these tiny fields be still further sub-divided, and, if not, what peaceful solution of the problem can there be other than wholesale emigration?

SURPLUS AND TRADE BALANCE.

So long as Japan can purchase the surplus food she needs by means of a favourable balance of trade, the problem may be faced. But Japanese statesmen take long views and they realise that every year's addition to the population means a corresponding increase of imported food which in turn necessitates an increased sale of Japanese manufactured goods in markets where keen competition is inevitable. Looking at the problem in this way, and debarred from expansion into America or Australia, they are faced with three alternative solutions:—(1) A reduction of the birth-rate; (2) increase of food supplies to be obtained by means of industrial expansion; and (3) territorial expansion into the less populated regions of the Asiatic continent. So long as either of the last two alternatives is available, no reduction of the birth-rate is to be expected because birth-control must involve a radical change of the race mind and social system. Japanese statesmanship is, therefore, compelled to adopt one or both of the other alternatives.

Here you have in a nutshell the explanation, if not the justification, of all Japan's diplomatic and aggressive activities in the Far East—of her feverish eagerness to secure permanent sources of supply of the raw materials on which her industries depend; of her claim to "special interests" in the undeveloped regions of Manchuria, Mongolia, and Eastern Siberia. In a word, Japan is overcrowded and must overflow just as Great Britain and other congested countries have overflowed. But there is no New World open to her colonists, and her expansion must, therefore, take the line of least resistance—that is to say, into China's loosely held dependencies, Manchuria and Mongolia are thus inevitably destined to follow Korea down the path of "geographical gravitation." From the Chinese point of view it is, of course, lamentable, but the struggle for survival between races did not end with the Treaty of Versailles, and the principle of "self-determination" counts for very little when it comes into conflict with a virile nation's instincts of self-preservation.

A SENSE OF INJUSTICE.

It is impossible to discuss the Far Eastern question with any educated Japanese, from the highest statesman to the youngest student, without realising how deeply the national mind is imbued with a bitter sense of the injustice of the white races, which deny the principle of racial equality in the western world while insisting upon it in the East. The resentment which is felt upon the subject of racial discrimination, always widespread, has been greatly aggravated by Mr. Wilson's strangely tactless handling of the question at Versailles, which has undoubtedly strengthened the hands of the Jingo element in Japan. The Japanese claim at the Conference was in reality a claim to rights of citizenship and land tenure in the United States and Canada, as Marquis Okuma frankly admitted. Had Mr. Wilson resisted that claim on purely economic grounds, his position would have been sound, and the best element in Japan would have respected his decision. Japanese Liberals would have appreciated the economic argument, whereas insistence on the racial aspect of the case served only to wound the dignity of a people ever sensitive on matters of national pride.

Debarred from the American shores of the Pacific Japan is compelled to seek relief for her surplus populations and food shortage on the Asiatic Continent, and everything points to the conclusion that her rulers do not intend that her expansion shall be confined to Korea and Manchuria. Marquis Saionji for one, has distinctly said that they do not, and every conversation that I have had with responsible statesmen and officials in Japan leads me to believe that any serious attempt to restrict Japanese expansion would unite the whole nation in an outburst of patriotic indignation. At the same time everything in Japan's recent history and in the present situation justifies the conclusion that the future policy of her far-seeing rulers will in future tend rather in the direction of economic than of territorial expansion. The Pan-Asian dream of expansion by conquest has lost a good deal of its hold upon the imagination, by reason of several things which have happened during the last 10 years. In the first place, experience in Korea and Manchuria has led the Japanese to perception of the fact that they are a colonising race in the sense that the Anglo-Saxons are; secondly, the rapid growth of unmistakable hostility to Japan in China, threatening Japanese commerce at its most vital point, gives pause to a policy of aggression. I believe that for these and other reasons the Government's original idea of Eastern Asia as a wide field for Japanese emigration has come to be replaced by a policy of commercial and industrial expansion which shall feed Japan's home industries, much as India feeds those of Great Britain. Such a policy does not solve—it merely defers—the question of congestion on Japanese soil. It means that each year's growth of numbers must be absorbed into the nation's expanding industries, thus making Japan, like England, more and more exposed to the risks entailed by dependence upon imported food supplies.

VOICE OF THE PEOPLE.

Every utterance of every statesman in Japan when you come to the point makes it perfectly plain that Japan will never willingly consent to being debarred from emigration to America, and at the same time forbidden to seek expansion in Asia. To conform to the conventions of diplomacy, she may base her claim to "special interests" on geographical propinquity, but the simple fact remains that it is actually based on imperative necessity. Above the clamour of the politicians, above the war cries of the military party, the far-seeing rulers of Japan hear the voice of the people, which asks for bread and cannot be denied. There has never been any swerving or inconsistency in her policy since Japan first went to war with China in 1894, and the mainsprings of that policy have always been economic. Japan's recent re-assertion of her claim to special interests in Manchuria and Mongolia will be discussed in due course. The point I now desire to emphasise is that, at the back of this claim lies economic pressure of the most acute kind, and that the claim in itself is part and parcel of a consistent policy for which the nation has fought two great wars and for which, if necessary, it would fight again. For the alternative, as they see it, is extinction.

(Continued at foot of next column.)

SENSATIONAL INCIDENT AT MACAO.

"PATRIA" DISABLES A CHINESE GUNBOAT.

SOME OF THE CREW KILLED.

A sensational incident occurred at Macao on Saturday afternoon. Our information is that a Chinese gunboat, named the *Kwong-tai*, and a torpedo-boat had come to Macao, and the Chinese Government at Canton had asked the Portuguese authorities to detain them because they were connected with a revolutionary movement. Both vessels were anchored at Barra, the Portuguese men-of-war anchorage, and instructions were conveyed to them not to leave the port. The torpedo-boat obeyed the order, but on Saturday afternoon the gunboat attempted to leave. The Portuguese cruiser *Patria* thereupon fired two blank shots as a warning to her to stop. The gunboat replied with one gun, also blank, on her course towards Colowan. Then the *Patria* fired a few shots with the object of damaging her propellor. Such damage was done that the gunboat could not continue. She was making water, and the crew took to the boats, taking with them some dead and wounded members of the crew, and rowed to Colowan. A Portuguese tugboat took the damaged gunboat back to Macao. Two or three dead bodies were still on board, as well as severed limbs of other members of the crew.

The gunboat, as well as the torpedo-boat, are now under guard at the Portuguese naval station.

BELLIGERENT HAWKERS.

POLICE POSSE ON DUTY AT WESTERN MARKET.

What might have resulted in a serious disturbance in the Western Market on Tuesday evening was prevented by a *posse* of constables despatched for special duty at the place. An onion hawker was arrested for selling his goods within market limits and a coolie, employed by the market, was sent out to fetch a constable. Several hawkers set on the coolie and assaulted him. They further threatened to do him bodily harm if their comrade was fined or gaoled. The Police, thinking that trouble might ensue, sent the *posse* out and this had the effect of intimidating the would-be assailants.

HUMOUR FROM THE BENCH.

CHINESE-AMERICAN IN TROUBLE.

An old Chinese was charged at the Magistracy, yesterday, with being in unlawful possession of several rounds of ammunition.

The Police had searched defendant's luggage and found the ammunition. Defendant denied that the particular piece of luggage in which the contraband was found belonged to him. Mr. C. F. Mason, for the defence, said that his client had resided for over fifty years in America and it was not possible for an old man like him to invent such a story.

Mr. Smith: Does not one learn to invent stories in America. $50; ammunition confiscated.

JOKE COSTS $3.

A Chinese was charged with hawking water-melon without a licence.

He denied that he hawked water-melon. He bought a melon for his use and a woman friend of his snatched a piece of it in fun. The Policeman saw this and arrested him.

The Magistrate: You try and get $3 from your woman friend and tell her that her joke cost that much.

EUROPEAN SEAMEN FINED.

THEFT OF KHAKI FROM THE "ORESTES."

Arthur Mallon, W. Perry, W. Arlett, C. Rooke, G. Edge, P. Molyneux, J. Cooney, P. Kenna, G. Rich and W. Wood, firemen on the Blue Funnel Liner *Orestes*, were charged at the Magistracy, yesterday, with stealing ten rolls of khaki from the steamer *Orestes*, while the vessel was at Müke, Japan.

All the defendants pleaded guilty to the charge.

Mr. D. J. Lewis, for the prosecution, stated that when the vessel left Shanghai she over-carried a bale of khaki which should have been discharged at that port. The officers of the vessel placed the bale on deck and covered it with a tarpaulin, intending to deliver it on the return voyage. The vessel arrived at Müke on June 29th and all the defendants went ashore, some remaining away from the ship the whole night. They returned in a state of intoxication and the officers became suspicious, as the men had received no pay at Müke. They then discovered that the bale had been broached and that ten pieces of khaki were missing. Enquiries were made and it was discovered that the cloth had been sold to a dealer in Müke who was traced, and who identified defendants as having sold the cloth to him. An enquiry was held by a Police officer and at first the men denied that they knew anything about it. They subsequently wrote a confession and signed it. The matter was entered in the Log Book in the ordinary manner, and was to the effect that the men confessed to the crime and had agreed to pay $14 each to get back the cloth, which was sold for Y.140. The value of the cloth was considerably more. They were taken to Shanghai and produced before the Consular Court, but the Consul said he had no jurisdiction as it was not a British port. The value of the cloth was deducted from the men's wages. As the Magistrate was aware, the broaching of cargo was considered a very serious offence as a great deal of it was going on constantly. In the case of white men, who ought to have known better, the matter was regarded with a considerable amount of concern. The owners took a very serious view of the matter, but for reasons that were probably clear to the Magistrate did not desire that the men should be imprisoned in Hongkong, but that they should be returned to the ship. He, therefore, asked for a heavy fine. The ship had a purely European crew and each member received £15 per month.

Mr. Smith, addressing defendants, said: What you must realise is that if you steal a thing, you cannot get away with it by just paying back the value. It would then be worth anyone's while to steal. I fine you $25 each.

The Magistrate agreed to the men being allowed to go to the office to obtain the money to pay the fine.

ADVENTURE OF H.M.S. "WOODCOCK."

The history of the British Navy in China teems with quiet humour, and in this category an adventure which lately befell H.M. gunboat *Woodcock* surely deserves a high place.

It happened at Yochow during the recent expulsion of the Northerners from Hunan. Chang Chin-yao's troops had gone over the river, when suddenly a large number of Southerners came round a bend on to the river bank and, without ado, began firing furiously on the *Woodcock*, which was lying only about 200 yards away. Fortunately they did not do any damage—this is a comedy not a tragedy. It might, however, easily have been the latter, when Captain Halfhide got into a boat, accompanied by his coxswain and an interpreter, and set off to interview his assailants.

The latter were sufficiently struck by this bold act to stop firing. Directly Captain Halfhide landed, they crowded round, all talking at once. To get any sense out of the dicussion was impossible.

THE COXSWAIN ACTS.

This was too much for the coxswain. He seized a man by the neck and dumped him a little to one side in front of Captain Halfhide, then another, then another, and so on till there was a half circle of Southern soldiers standing, as good as gold and very much surprised, round the English commander.

"Now," said the coxswain, "you here can speak first, and you next, and then you and so on. And don't anyone speak, till the one before him has finished."

So the interrogation began, "Why did you fire on a British gunboat?" To which the Southerners replied that they had never heard of or seen a British gunboat. "There she is," said Captain Halfhide, "and there's another round the corner. You mustn't fire at her either."

ALL SUNSHINE AND APOLOGY.

Then the Southerners were profuse in apology. They were extremely sorry, had no idea they mightn't fire at gunboats, wouldn't dreams of doing it again.

So all ended in sunshine and the coxswain told the soldiers that, metaphorically, they might get down.

But to make assurance doubly sure, a notice was placarded on the river bank, for the benefit of other Southern troops. It read: "Please do not shoot at the gunboats."—*N.C. Daily News.*

COLLISION NEAR SINGAPORE.

The Dutch steamer *Ban Fo Soon* put back into Singapore recently and reported that at about 8 p.m. the previous evening she had been in collision with the *Chak Sang*, which was coming into Singapore from Hongkong bound for Calcutta, off Horsborough Light at the entrance to the Singapore Straits. From the account of the Captain of the *Ban Fo Soon*, it appears that the damage to his ship was on the port side and as a result, two of her life boats with davits, awning, stanchions and four of the upper deck railings were smashed. Further damage is not yet known. As the *Chak Sang* is a vessel of over 1,000 tons, compared with 230 tons of the other vessel, she may have got off with practically no serious damage.

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Hongkong, July 21st, 1920. 1239

NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Aguilar Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO.

I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLLA,
Milliner and Draper.

Hongkong, July 21st, 1920. 1240

THE STEAM LAUNDRY CO., LTD.

THE EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of Sir C. P. CHATER, C.M.G., on MONDAY, JULY 26TH, 1920, at 12 NOON, for the purpose of receiving the Report of the Directors with a Statement of Account to the 31st May, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from 21st July to 26th July, both days inclusive.

C. H. BROWN,
Secretary.

Hongkong, July 14th, 1920. [1208

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Three Dollars and Fifty Cents per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, JULY 28TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, July 13th, 1920. [1199

THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of Four Dollars per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, JULY 28TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to
The General Managers.

Hongkong, July 13th, 1920. [1197

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-Five Cents per Share for the six months ending 30th June, 1920, will be payable on WEDNESDAY, JULY 28TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 20th to WEDNESDAY, the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
General Agents for
THE WEST POINT BUILDING COMPANY, LIMITED.

Hongkong, July 13th, 1920. [1198

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, AUGUST 10TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, July 17th, 1920. [1217

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms. Billiard Room Officers' Room, C.P.O.'s Room Restaurant. Concert Hall, Church.

Private Cabins and beds in Dormitories. Motor Launch "Dayspring." [78

INTIMATIONS

NOTICE.

WE have This Day REMOVED our Office to the Top Floor of Nos. 250 252, DES VOEUX ROAD CENTRAL (Messrs. Kwong Sang Hong's main premises).

MOW FUNG & CO., LTD.

Hongkong, July 19th, 1920. [1224

NOTICE.

THE Interest and Responsibility of Mr. HERBERT WILLIAM LOOKER in our Firm ceased on the 30th June, 1920.

DEACON, LOOKER, DEACON & HARSTON.

Hongkong, July 1st, 1920. [1133

NOTICE.

WE are vacating our present premises on JULY 31ST, and removing temporarily to No. 19, ICE HOUSE STREET (next to Mee Cheong, photographer). In order to avoid, as much as possible, the repacking for removal of the stocks at present displayed, we are offering for a few weeks only Smoking Requisites, Cigars and Egyptian Cigarettes, Virginia Cigarettes and Tobacco at *reductions* of 15 per cent, 10 per cent and 5 per cent. respectively.

TABAQUERIA FILIPINA,
10, Des Voeux Road, Central,
Telephone 3559.

Hongkong, July 2nd, 1920. 1143

BANQUE INDUSTRIELLE DE CHINE.

FRENCH LOTTERY LOAN 5 PER CENT. 1919.

SUBSCRIBERS to the above-mentioned Loan are advised that the Bonds have arrived at the BANQUE INDUSTRIELLE DE CHINE and will be delivered against receipt

Hongkong, July 19th, 1920. [1226

S.S. "FAUSANG."

TENDERS are invited for the purchase of the WRECK of the above steamer as she lies on Hainan Head Reef.

GILMAN & CO., LTD.
Agents, The Salvage Association, London.

Hongkong, July 20th, 1920. [1236

WANTED.

CAPABLE TYPIST French and English or French only. Apply stating experience and salary to—

BANQUE INDUSTRIELLE DE CHINE,
CANTON. [1232

WANTED.

EUROPEAN ENGINEER, highly qualified (Diploma of Riga Polytechnicum), with practical experience of Machine Building, Railway Engineering, Shipbuilding, and Electrical Engineering, Expert Draughtsman, speaking four languages, first class references, seeks suitable position.

Address offers to—

B. J.,
Care of "Daily Press" Office. [1233

WANTED.

BY Married Couple end of August or beginning September Four or Five-Roomed HOUSE (furnished or unfurnished) Hongkong, mid-level or Kowloon.

Apply—

G. B.,
Care of "Daily Press" Office. [1234

WANTED.

HOUSE or FLAT, Furnished or Unfurnished, Peak or Upper Levels. From about September.

Reply to— Box 1235,
Care of "Daily Press" Office. [1235

TO LET.

CORRUGATED IRON GODOWN at Yaumati.

Apply to—

THE HONGKONG LAND RECLAMATION CO., LTD. [1040

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station.

Apply to—

LINSTEAD & DAVIS,
Alexandra Buildings. [1139

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.

For particulars apply—

CARVALHO & COMPANY,
Machinery Department. [996

FOR SALE.

NO. 1, STEWART TERRACE, 87, The Peak.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. 66

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

Letters are lying at this Office for
Boxes P., Q., U., AD.

WANTED.—A MOTOR CYCLE, English make, capable of taking a sidecar. Reply to Box A.E., "Daily Press" Office. [38

A. G. DA ROCHA, IS THE AUCTIONEER.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2932.

HAVING been favoured with instructions received from Mrs. CUNHA will sell by Public Auction on SATURDAY, July 24th, 1920, at 11 A.M. at No. 30, GRANVILLE ROAD, KOWLOON.

EXCELLENT HOUSEHOLD FURNITURE

Comprising:—

Iron Bedstead, Wardrobes, Chest of Drawers, Desk, Chairs, Dressing Table, Book case, Washstand, Vienna Chairs, Curios, Dining Table, Overmantel, Sewing Machine, Electric Fan, Glass and Crockey Wares, Pictures, Curtains, Marble Clock, Dinner Waggon, Toilet Set, Cooking Utensils and a long line of Sundries.

TERMS:—Cash on Delivery.

PUBLIC AUCTION

BY ORDER OF THE MORTGAGEES.

MESSRS. LAMMERT BROTHERS have received instructions to sell by Public Auction

on

FRIDAY,

the 23rd day of July, 1920, at 3 P.M. at their Sales Rooms, Duddell Street, Victoria, Hongkong,

The following VALUABLE LEASEHOLD PROPERTY situate at Victoria in the Colony of Hongkong, viz:—

ALL THAT piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as SECTION 5 of INLAND LOT No. 425 together with the messuage erected thereon known as No. 5, West Terrace Victoria aforesaid. Term 999 years from 28th May, 1855 created by a Crown Lease of the said Lot dated 17th April, 1895 Annual Crown rent $6.46, Area 2959 square feet.

For further particulars and conditions of sale apply to—

JOHNSON, STOKES & MASTER,
Prince's Buildings, Ice House Street, Hongkong,
Solicitors for the Mortgagees,
or to
MESSRS. LAMMERT BROTHERS,
The Auctioneers.

Hongkong, July 5th, 1920. [1162

DAIRY FARM NEWS.

New Shipment of

FROZEN SMOKED FISH

SELECTED FILLETS	...	60 cents per lb.
FINNAN HADDOCKS	..	50 " " "
SELECTED KIPPERS	...	40 " " "
RED HERRINGS		30 " " "

THE DAIRY FARM ICE & COLD STORAGE CO., LTD. [55

WE HAVE

Great Varieties of used and unused

POSTAGE STAMPS

Single, Sets, Packets, Bags, and On Approval Books

FOR COLLECTIONS.

GRACA & CO.,

Dealers in Postage Stamps, Post Cards, Seeds, Toys, &c., &c.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box, 620. [6

INTIMATION

Delightful & Refreshing for Summer use.

Watson's
Ye Olde English
LAVENDER WATER
$1.25 $2.00 $3.75

Watson's
EAU DE COLOGNE
(Cloche d'Argent brand)

A perfume that will satisfy the most critical—in elegant crystal globe bottles.

$1.00 $1.75 $3.25

A. S. WATSON & CO., LTD.,
THE HONGKONG DISPENSARY. [11

BIRTHS.

CHESNEY.—At Shanghai, on July 10th, to Mr. and Mrs. JOHN CHESNEY, a daughter.

GRANT.—At Shanghai, on July 15th, to Mr. and Mrs. J. E. GRANT, a daughter.

HEALEY.—At Shanghai, on July 14th, to Mr. and Mrs. L. C. HEALEY, a son.

POLLARD.—At Croydon, on April 13th, to Mr. and Mrs. ALBERT POLLARD, of Shanghai, a son.

DEATHS.

PIENS.—At Shanghai, on July 12th, EMMA, the beloved wife of CHARLES PIENS, aged 46 years.

SIQUEIRA.—At Shanghai, on July 15th, ESTANISLAO ANTONIO, the beloved son of Mr. and Mrs. E. F. SIQUEIRA, aged one year and six months.

HONGKONG OFFICE: 10A, DES VOEUX RD., C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, JULY 22ND 1920.

HONGKONG AND AERONAUTICS.

THE circular letter which we printed yesterday addressed by the Aero Club of America to the Aero Club of Hongkong enquires to what extent the local organisation expects to be able to participate in three "Aerial Derbies." One contemplates a race round the world, a second over a Pan-American circuit, and a third across the Atlantic and back. The American Aero Club want to be advised whether if this programme is put into effect within a year, the local organisation would find it possible to make an entry for one or more of these "Derbies" and whether the possibilities are that the first Hongkong entry would be a piloting entry, or a passenger entry! They are expecting great things of the Hongkong Aero Club! We do not know what sort of a reply the local Club is returning to this communication, but it is very obvious that the day when Hongkong will be able to make any important contribution to the development of aeronautics is yet very remote. The Hongkong Aero Club has only just been put on "a correct and formal basis", that is to say it is only within the past few weeks that the officers and committee have been appointed. A "constitution" has yet to be framed and then will come the time for getting down to practical business. The first object of the Club is stated to be "the development of the sporting side of aviation in the Colony," so that co-operation in such a sporting venture as an "Aerial Derby round the world" is an event which would come well within the scope of the Club's interests. But in its present stage of development the Club can afford no practical assistance. No club, syndicate or private person in Hongkong yet possesses a flying machine of any description, in which respect it may be incidentally remarked Hongkong is behind several other places in Asia. We have had seaplanes flying over the waters of the Colony and landing in the harbour, but their owners live in a neighbouring port. Hongkong has made no provision yet even for the landing of aircraft in the vicinity of the town, whether on land on water. It is one of the objects of the Hongkong Aero Club to get the Government to make such provision. Another object is the formation of a Volunteer Air Force. As the Hon. Mr. HOLYOAK, President of the local Club, mentioned at a recent meeting, there are a certain number of ex-pilots of the Royal Air Force in the Colony, and he thought "it was quite fitting that they should approach the Government with a view to forming a Volunteer Air Force, and ask them whether in view of the necessity for such a Force it was not willing to provide the necessary aeroplanes and aerodromes in order that the greatest use might be made of the practical air pilots with war experience. The Government would need to do much more than this. It is not sufficient only to have the aerodromes, the aeroplanes and the pilots, but it would be necessary to maintain, we understand, a large and expensive ground staff. In a climate such as we are afflicted with we understand flying machines would need constant attention and the cost of their maintenance in a proper state of efficiency would be very considerable. Yet no one, with the experiences of the Great War in mind, can ignore the fact that if Hongkong is to have proper protection from any possible danger of attack, a unit of the Royal Air Force is an essential part of the garrison. We have not yet got such a unit, and no one will disagree with the Hon. Mr. HOLYOAK's suggestion that the local Aero Club would be doing a very practical thing in the way of Empire development if it impressed not only on the Colonial Government but the Home Government the absolute necessity of air protection, not only to meet air aggression but to keep it away, which was very important. We have no doubt careful note is being taken by the British Authorities of what is being done in the Far East in the development of aviation, both in its military and civil aspects. One cannot but admire the enterprise and enthusiasm shown by the American Aero Club for the "opening of the world's airways" and the promotion of the uses of land and water aeroplanes and dirigibles for air travel, aerial transportation and aerial touring throughout the world. A vast country like China, where means of communication are very deficient, offers great opportunities for such aerial developments, but we fear progress in this direction in China will be much slower than its most sanguine advocates appear to anticipate. Hongkong owing to its geographical situation and its commercial importance, however, cannot afford to lag behind any other place in the Far East in giving every encouragement to such enterprises, and an Aero Club organised to impress on the Government and the public generally the needs of the Colony in this connection, ought to be an assurance that, at least, these needs or opportunities will not be overlooked. But it is to the Colonial or Imperial Government we must look for the provision of an Air Force organisation in the Colony. We shall certainly have to wait a very long time before we see the sporting aspects of aviation developed here to the extent of Hongkong being represented in the American Aero Club's "Round the World Derby" competition.

Selangor United Rubber Co. are paying a final dividend of 15 per cent, making a total of 20 per cent. for the year ended March 31st.

Two cases (one death) of plague, two cases (one death) of enteric fever, and one case (one death) of diphtheria were reported in the Colony on Tuesday.

The total output of the Kailan Mining Administration's mines for the week ending July 3rd, amounted to 99,841 tons and the sales during the period to 82,099 tons.

There is now a bill before the Provincial Assembly at Canton making the manufacture of cement a free trade. The manufacturing of cement is now a Government monopoly.

The Chinese who was charged at the Magistracy with receiving a passage ticket to the value of G. $244; an exchange bill to the value of G. $300 and two American passports, was yesterday, sentenced to three months' hard labour.

The str. *Yomei Maru*, chartered by the American Red Cross for the transportation to European Russia of the 850 children whom the Red Cross has been caring for at Russian Island, Vladivostock, sailed from Moji on July 8th for Vladivostock.

The death has taken place at his house in Kobe, of Dr. T. J. Huston, a resident of Japan for some 15 years, and of Kobe for about nine years. Dr. Huston was born in Cincinnati in 1866, and took his medical degree at Louisville, Kentucky.

The Government of Formosa has placed its veto on the Omotokyo religion which preaches the approaching end of the world. The grounds on which this action has been taken are that such a belief is prejudicial to good order and the public peace.

In order to encourage new uses for rubber, the Rubber Grower's Association is offering £5,000 in handsome prizes for suggestion for extending these uses. These suggestions must be practicable and likely to increase the demand for the raw material.

The machinery for the Shanghai Mint and the Hangchow Branch Mint has been ordered from an American company. These mints will be the largest in the Far East and will be able to make $400,000 and 20,000 odd copper cents in a day of 16 hours' work.

The Canton authorities are keeping a strict look-out for revolutionaries, who are said to be numerous. The *Canton Times* says there are organized societies of revolutionaries in Hongkong and Macao, and that detectives are employed to look out for revolutionaries in these ports.

One of the articles in the July number of *The Far Eastern Travellers' Gazette*, published by Messrs. Thos. Cook & Son, describes the new attractions of the Colony for the tourist. Hongkong to-day, it says, offers the traveller two of the most magnificent drives to be found anywhere in the Far East.

Another suicide due to the present economic depression in Japan has taken place in Osaka. The victim this time was the proprietor of a firm which has been extensively engaged in trade with North China. He stabbed himself with a short sword, and was dead before medical aid could be procured. In this case it was the boycott movement combined with the sharp fall in silver which caused the trouble.

Reuter's Correspondent at Peking in a message on the crisis in the North says the importance of the issue is not overlooked, as it is recognised that the future of the pro-Japanese party hangs in the immediate balance. General Wu Pei-fu is looked on by the people as an opponent of militarism, who sincerely desires to promote the welfare of his country, making it China for the Chinese rather than the appendage of another country.

A clerk at the Hongkong and Shanghai Bank in Gracechurch Street, London, drew Allenby in the Calcutta Derby sweep. "I bought a full ticket two or three months ago," said this gentleman to an *Evening Standard* representative. "Have I had any offers for it? Well, I should rather think I have. I paid 23s. for the ticket, and I believe I have a good sporting chance for one of the plums." He had, but unfortunately Allenby broke a blood vessel and had to be pulled up.

FOUR TYPHOONS.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 5-30 p.m. yesterday.

(1).—Typhoon 108 Long. E. and 20 Lat. N. moving W.

(2).—Typhoon 121 Long. E. and 20 Lat. N. almost stationary.

(3).—Typhoon 137 Long. E. and 13 Lat. N. moving W.N.W.

(4).—Typhoon 145 Long. E. and 10 Lat. N. Direction unknown.

CORRESPONDENCE.

GAMES FOR THE TROOPS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Amongst the troops of the Garrison there is a constant demand for tennis racquets and balls, and owing to the heavy prices which have to be paid for new ones, smaller units especially find it impossible to keep themselves supplied. Perhaps some of your readers have some for which they have no further use, but which could still be used. If so, I should be extremely grateful if they would entrust them to me for disposal. They may be sent to me c/o D.A.A. and Q.M.G. Headquarters Offices.

May I add that I shall always be thankful too for gifts of literature, playing cards, or indoor games, which may be sent to the same address.—Yours, etc.,

M. W. SHEWELL,
Chaplain to the Forces.

Hongkong, July 21st, 1920.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

OUTRAGES IN IRELAND.

MURDER OF COLONEL SMYTH.

LONDON, July 19th.

In the House of Commons, replying to questions in regard to the murder of Colonel Smyth, Sir Hamar Greenwood denounced the murder of this very gallant and distinguished officer and gave an assurance that every step was being taken to track down the murderers.

Mr. Palmer asked for an assurance that the Government would support General Macready in any action he might take, however fearless, to put down these infamous events, and that the Dyer incident would not be repeated in Ireland.

Sir Hamar Greenwood said that General Macready and he were consulting almost daily. The Government had never refused any of General Macready's requests. Sir Hamar said he would continue to support every police or military officer who was endeavouring to carry out his duties in this most critical situation.

SERIOUS RIOTING IN CORK.

LONDON, July 19th.

Serious riots occurred at Cork on Sunday night. A crowd of ex-soldiers, infuriated at the bayonetting of a comrade who did not answer the challenge and met with his death at the hands of the soldiers, attacked the uniformed soldiers. An armoured car fired on the crowd. It is reported that three were killed and six seriously injured. The Sinn Fein Volunteers rescued isolated soldiers.

GOVERNMENT POLICY UNCHANGED.

LONDON, July 19th.

In the House of Commons, replying to questions, Mr. Bonar Law stated that the Government's Irish policy was unchanged, namely, to restore law and order in Ireland by all means in their power and, simultaneously to carry out the Government of Ireland Bill. The Government considered that in view of the powers under the Defence of the Realm regulations the proclamation of martial law in Ireland could not provide a satisfactory method of dealing with the present situation, but the Cabinet was considering whether additional powers could be usefully secured by new legislation. He added that those best able to judge thought we were getting the troubles better in hand. He did not think it reasonable to judge in terms of murders from one week to another.

ARCHBISHOP MANNIX.

GREAT RECEPTION IN NEW YORK.

NEW YORK, July 19th.

Archbishop Mannix of Melbourne, accompanied by Mr. de Valera, received an enthusiastic welcome at a crowded civic reception at the Madison Square Garden. The Archbishop's address was punctuated with applause, especially when, referring to the suggestion that he would not be permitted to land on British soil, he said that he did not intend to land on British soil but on the soil of the Irish republic.

LATER.

Archbishop Mannix received the Freedom of the City. He declared that while America did not need Australia, the latter might need America.

GENERAL DYER'S CASE.

DISCUSSED IN THE HOUSE OF LORDS.

LONDON, July 20th.

In the House of Lords, there was a large attendance of members and Peeresses when Lord Finlay brought up a motion deploring the conduct of General Dyer's case as unjust to him and establishing a precedent dangerous to the preservation of order in the face of rebellion.

Lord Finlay contended that General Dyer was justified in firing at the crowd in Amritsar without warning, owing to the defiant attitude of the assemblage and the widespread insurrectionary movement in the neighbourhood. He declared that General Dyer had been condemned without trial on a misconception regarding a soldier's duty.

Lord Sinha, replyping, feared that the dangerous feud which had arisen from the events in the Punjab would not end unless both parties dropped the question. He denied that General Dyer's action saved the Punjab. Even if that were so, he hoped their Lordships would not endorse the doctrine that the end justified the means. He concluded with an appeal to his fellow-countrymen to dissociate themselves from the passive resistance movement or the similar pernicious movement started by Mr. Gandhi called non-co-operation, which could only lead to disastrous results. The more reasonable sections of the Indians, who were by far the largest majority, had already dissociated themselves from the movement.

ARMENIA THREATENED.

ADVANCE OF ELEVENTH BOLSHEVIK ARMY.

PARIS, July 19th.

A telegram from Teheran says that, following on the refusal of the Armenian Government to obey the ultimatum of the Moscow Government, the Eleventh Bolshevik Army is advancing, occupied Karabach and is continuing its march to Zangemiour.

JUSTICES OF THE PEACE.

MANY WOMEN HONOURED.

LONDON, July 20th.

An official list has been published of 240 women Justices of the Peace in different parts of the country. The list includes a number of Peeresses, wives of Bishops, wives of ex-Ministers, Miss Mary Macarthur, Miss Adler, and Madame Bramwell Booth, the Salvationist.

TROUBLED ASIA MINOR.

RUMANIA READY TO HELP.

LONDON, July 19th.

The *Daily Telegraph* understands that Rumania is anxious to participate in the task of pacifying Asia Minor and is ready to place a considerable force at the disposal of the Anglo-Greek Command.

GOVERNMENT'S REPLY TO CRITICISM.

LONDON, July 20th.

In the House of Commons, moving an adjournment to discuss the "immediate danger to British interests arising out of the threatened hostilities in Syria" Major the Hon. W. Ormsby-Gore vigorously criticised the Government. He declared that the supreme British interest in the Middle East, as elsewhere, was the restoration of peace, which alone would permit political freedom and economic prosperity. The French ultimatum would inevitably entail the employment of further British troops and money.

Mr. Bonar Law, replying, pointed out that France accepted the Syrian mandate at San Remo, Emir Feisul consenting. French troops had been massacred and other outrages had been committed. Interference on the part of the Commons would be equivalent to interference of the French Chamber in our action against the lawless Arabs in Mesopotamia. France had not violated her mandate in Syria. Britain meant to honour her promise to the Arabs, and France, replying to our questions, declared that she had no intention of a permanent military occupation after the mandate had been accepted and order had been restored. That was our own policy in Mesopotamia.

Lord Robert Cecil and others expressed the opinion that the Government's reply would do a great deal to allay existing anxiety.

THE RUSSIAN ADVENTURE.

BRITAIN'S HEAVY EXPENDITURE.

LONDON, July 19th.

It is officially stated that the expenditure on Russian operations from November 11th, 1918, to March 31st, 1920, was £55,973,000, of which £31,244,000 was spent on the British forces and £24,525,000 was used in giving assistance to the Russians.

POLAND IN PERIL.

POLES MAKING A GENERAL RETREAT.

LONDON, July 19th.

A Polish *communique*, dated July, 16th, says:—We are retreating according to plan on the whole front except in the Dubno sector, where we re-occupied Dubno. We totally defeated a Bolshevist division on July 16th. After bitter fighting the enemy occupied Lida.

NO NATIONALISATION OF RAILWAYS.

THE GOVERNMENT'S POLICY.

LONDON, July 19th.

In the House of Commons, replying to a question, Mr. Bonar Law said that it was Government policy to hand back the railways to the Companies at the expiration of the present agreement. Mr. Bonar Law assented to the suggestion of Mr. John Hogge that the policy was diametrically opposed to nationalisation.

INCREASE IN RAILWAY FARES.

LONDON, July 18th.

In the House of Commons, replying to questions as regards the forthcoming 33⅓ per cent. increase in railway fares, the proposed imposition of which during the holiday season created great public indignation, Sir Eric Geddes made a lengthy defence of the increase, chiefly, on the ground of the increased wages of the railwaymen and the higher cost of materials.

Replying to a suggestion that the date of the operation of the increased fares should be postponed, Mr. Bonar Law said that postponement would mean a subsidy or that still higher fares must ultimately be charged. The Cabinet had decided in spite of the hardship that the increase could not be postponed beyond August 5th.

PRINCE JOACHIM'S TRAGIC DEATH.

BERLIN, July 18th.

Prince Joachim of Prussia, the ex-Kaiser's youngest son, committed suicide at Potsdam.

THE PRINCE OF WALES.

ARRIVAL IN HOBART.

HOBART, July 19th.

The Prince of Wales arrived to-day and received a tremendous welcome from a large crowd lining the gaily decorated streets.

AMERICA CUP.

CAPT. BURTON TO BE SUPERSEDED

NEW YORK, July 19th.

After conferring with his advisers, Sir Thomas Lipton has decided to supersede Capt. Burton, the *Shamrock*'s skipper. It is expected that Capt. Nicholson or Colonel Neille, the yachting expert will replace him.

SIR THOMAS LIPTON CHANGES HIS MIND.

SANDY HOOK, July 19th.

It is now settled that Capt. Burton will again sail the *Shamrock* for the next race.

COUNTY CRICKET.

LONDON, July 19th.

Surrey beat Leicester by ten wickets.

Warwickshire beat Gloucestershire by six wickets.

A SHANGHAI LIBEL CASE.

JUDGE HOLDS THAT THERE WAS NO LIBEL.

At H.M. Supreme Court, Shanghai last week, before His Honour Judge Skinner Turner, a legal point in connexion with the libel action E. A. Dearn *v.* Captain F. Davies was heard and decided.

Plaintiff a salesman in the employ of Brower & Co., Ltd., booksellers and stationers, claimed Tls. 1,500 as damages from the defendant, who is managing director or proprietor of the business known as the Café Parisien, for falsely and maliciously causing to be printed and published in a daily newspaper, an advertisement in the following words:—"Empire Day at the Café Parisien. A special dinner will be served. Miss Butterick, Mr. Flannagan, and Mr. Dearn will entertain during the evening."

Plaintiff said he never agreed with the defendant to entertain at the said Café Parisien, or on the said day, or at all; that he is not a professional performer, and has in consequence suffered much annoyance and has been injured in his credit and good name and social position, and has incurred public odium and ridicule and contempt.

His Lordship, in giving his decision, said the question as to whether the words complained of were libellous was always a question of law for the Court, and it was the duty of the Court to withdraw a case from the jury if in the Court's opinion, the wrds could not bear any libellous meaning. No innuendo had been added to the words in the pleadings and no special meaning had been put on the words. It was not now suggested that Mr. Dearn was a professional. In order to be libellous, words must injure a man's reputation, and bring him into public ridicule and contempt. In this case the only meaning the words conveyed was that Mr. Dearn was a professional, whereas in fact he was not. Accordingly, His Lordship could not see how the words could come within the definition of libel. He could not see how they tended to bring plaintiff into ridicule and contempt by suggesting that he had joined the ranks of the professional performers. In these circumstances, it seemed to him that if they came to try the case before a jury it would be his duty to withdraw the case from the jury, and, therefore, the only thing to do would be to adopt that course now without going into the evidence. He must hold that these words were not libellous, and accordingly give judgment for the defendant, with costs.

THE CONTEST IN THE NORTH.

THE PROTECTION OF FOREIGNERS.

A Reuter's despatch from Peking dated the 12th inst. says:—

A mandate, issued yesterday evening, emphasized that the protection of the lives and property of foreigners in China was specially provided for in treaties and that this obligation must be faithfully observed. The mandate instructed all military and civil officials in the capital and in the provinces to pay special attention to this matter and warned them of the consequences of neglect.

It is noteworthy that anti-Anfu official circles declare that there is danger of the Anfuites creating an incident, such as an attack on foreigners, as an excuse to bring in foreign assistance. The Government is, therefore, keenly alive to the necessity of not allowing the creation of conditions, whereby the presence of foreign troops might be deemed necessary. While there is nothing to indicate that the Anfuites have yet reached the desperate situation, which would justify such an extremely dangerous expedient, this revelation of official opinion is indicative of the falling prestige of the Anfu Club at the Capital.

Anfu hopes obviously centre in the expected mandate [to stop the fighting] and Japanese support, which, the Japanese Legation asserts, is not being given, while the Chihli Party continues optimistic of the ultimate outcome, expressing the firm conviction that they are supported by the vast majority of popular opinion, both in the North and in the South.

AMENITIES OF DISPUTE IN THE VICINITY OF SHANGHAI.

The latest Shanghai papers state that Shanghai now presents its usual appearance with the exception of the appearance of the troops which are being brought back from the "front."

The *N.-C. Daily News* prints the following letter which General Li Shun has written to General Ho Feng-lin:—

"I am glad to see that you have withdrawn your troops as it shows that you are really desirous of having peace. I have ordered Commander Chu (General Li's aide) to withdraw to Soochow.

"On account of the rumours much trouble was nearly brought about, and although it almost meant a question of a clash for life and death I have not let these rumours get the best of me.

"Shanghai is a cosmopolitan place of Chinese and foreign trade and commerce. It should above all things be protected. I have no secret ill-feeling against Chekiang and it is not my desire to bring about trouble between your troops and mine.

"However, on account of the proposed change in the administration of Shanghai and Sungkiang I have been accused of trying to gain more power and I am blamed as being the instigator of the movement to bring about such a change. This is entirely incorrect. As soon as the boiling waters have calmed down you will see yourself and understand that I am not responsible. If it is true that I am the instigator, then I will not have face enough to meet you again and have no desire to live in this wicked world. I shall take the necessary measure to bring to justice the person or persons found spreading these rumours.

"Assuring you of my friendship, etc."

General Ho, in his reply, said:—

"Your letter has been received. As your student I have learned a great deal. You know that it is not my wish to gain power by using personal influence while carrying out my duties.

"On account of the proposed change, however, there was some misunderstanding. I looked at the matter, not from the view of an individual, but from the official point. Since you have been put to so much trouble I cannot tell you how unhappy I am.

(*Continued at foot of next column.*)

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR MR. J. R. WOOD, ACTING PUISNE JUSTICE.]

A QUARRELSOME FAMILY.

Tang Kin Hee was indicted on two counts: (1) Setting fire to a store and a house, and (2) assaulting his mother, Chan Lin Tai, at Lantao Island.

Mr. P. Jacks, Acting Crown Solicitor, prosecuted.

The following jury was empanelled:—Messrs. C. Lauritsen, D. A. Goodwin, H. A. R. Conant, H. N. Beaurepaire, F. Lafleur, F. P. Shroff and R. S. Judah.

His Lordship explained to the prisoner that in the Police Court he was charged with burning down two houses. It was afterwards found that those houses belonged to him, so those houses are not concerned in the present charge. He was now charged with setting fire to a store and a house. He was not charged with burning down the house, but only with setting fire to it. This house was the one in which he had been living, but which belonged to someone else.

The prisoner said that he set fire to his own houses and not to other people's property. In answer to the charge of assaulting his mother, the prisoner said that he gave her a push, and she fell down and hurt herself.

Mr. Jacks said that the prisoner was a fisherman, living in Tong-fuk village on Lan-tao Island, together with his mother, his brother and his brother's wife. There appeared to have been considerable friction in the family, and the prisoner was always quarrelling with his mother. On June 18th there was a wordy difference between the prisoner's wife and his mother on the subject of rice. The wife went out and fetched the husband. The prisoner worked himself up into a temper and went to his brother-in-law's house, forced it open and broke a big earthenware pot. He then went to his mother's house and assaulted his mother and broke several things in the house. The mother's brother appeared on the scene and the prisoner went away. He brooded over the matter overnight, and in the morning was seen by several witnesses deliberately setting fire, with firewood and kerosene oil, to several houses. He burned down a store, and the houses of his brother-in-law and mother, and tried to set fire to his own house. He then left the village with his wife, but was arrested when he returned a week later. When charged at the Police Station, the prisoner admitted that he had set fire to the houses, because his wife had quarrelled with his mother. At the Magistracy, he said that when he was 12 years of age his father died, and he had supported his mother ever since. He was now 37. Three times had his mother wished his death. Once she had got him arrested as a robber, and he was sent to prison for a year. Then she tried to charge him for not supporting her, but his sister had dissuaded her from doing so. On this occasion the quarrel was about rice. His mother hit him on the head with a piece of broken earthenware, and he had pushed her. She fell over and hurt herself. Her brother came with a rifle, cut him (prisoner) on the head and slapped his wife. His sister-in-law wanted him to repair the door he had broken and he refused to do so. He first burnt the boat and then the houses. He refused to go to gaol. He would rather be shot than go to gaol.

His Lordship informed the jury that whereas the prisoner had been charged at the Police Court with cutting and wounding his wife, he was now charged only with common assault. As to the arson, the prisoner's defence was that he set fire to his own property.

The jury brought in a verdict of not guilty on the charge of arson and guilty on the charge of assaulting the mother.

His Lordship sentenced the prisoner to six months' imprisonment, the sentence to run concurrently with the previous one of two years passed on him on the charge of wounding the bullock.

THE HOUSING PROBLEM AT BOMBAY AND CALCUTTA.

A Bill is being introduced into the Bombay Legislative Council to facilitate the development of Bombay city and so help to remove the housing problem. It is proposed to appoint development authorities, who will co-ordinate the work of and assist the local and public authorities in regard the matters affecting the development of Bombay, and the adjoining areas. In order to provide revenue for the scheme it is proposed to amend the City of Bombay Municipal Act by the insertion of new sections which will empower the Corporation to levy a town duty on raw cotton imported into the City of Bombay. It is intended that the Corporation should retain a fixed proportion of the duty thus levied, and should hand over the balance to the Government. The object of the amendment of the City of Bombay Improvement Act is to encourage employers who wish to construct chawls for their work people, to do so by allowing them to repay the sum expended on such construction in 50 instead of 28 years.

On June 28th the Calcutta Corporation discussed the Rent Restriction Bill proposed to be introduced in the Legislative Council. There was a lively debate, and the landlord element was defeated by the narrow margin of two votes. The corporation approved of a Bill to check the inordinate increase of house rents, but was of the opinion that such restriction should apply only to house rents of Rs. 20 and under per month, so as to give relief to the poor class of the population only.

"Though I am a foolish and ignorant man, I shall not fall into the traps set by rumour-mongers and hope you will not either.

"Assuring you of my friendship, etc."

THE KITCHENER OF PEACE.

A MILLION MEMBERS FOR A PEACE LEAGUE.

I was invited the other day by the League of Nations Union to visit their London headquarters (writes the Pilgrim in the *Daily News*). Apparently it was felt that I might find cheering evidence of the New World there.

It happened that before going to Buckingham Gate I had spent an hour with an ex-soldier, gassed in France and now in an advanced stage of consumption, who is living in extreme poverty and squalor. He had just run away from hospital, because he had seen all the men in his ward die, one after the other, and he felt that it would be his turn next. He preferred not to wait.

I discovered him and his wife in one dismal back room, lit by a window about two feet square, in a London slum. They had found it impossible to live on his small pension, and had pawned nearly everything. I noticed that his wife's hair was short like a boy's and she told me that she had just cut it off and sold it for 15s.

I mention this ex-soldier and his wife because it happened, as I said, that I listened to their views on war before calling at the headquarters of the League of Nations Union. They were not views that can be printed, chiefly because they were expressed in language from which society claims to be protected. I have heard men swear in France when war was discussed, but it gave me something of a shock to hear this man cursing from his squalid bed, with his close-cropped wife sitting at the foot. It was not only war but the whole of humanity that he cursed.

THE REAL AND THE IDEAL.

It will be realised therefore that I was in no very serene or detached state when I called at the headquarters of the body that has set out to persuade the people of this country that it would be as well to abolish war. I had just left the real thing, the real naked spirit of revolt against war, stripped of all compromise or pleasant phrases. As I walked into 22, Buckingham-gate, I could still hear the curses of the ex-soldier dying protestingly. I could still hear the shriller curses of his wife. I hardly felt adjusted to the suave courtesy of the official—Captain Berkeley—who received me.

He took me into several rooms where I saw a number of people doing admirable work. There was a woman—clever and cultured—sitting at a table and reading dozens of foreign newspapers. Her scissors hovered in the air . . . I asked her if she thought she got the truth in newspapers . . . As I spoke the scissors swooped down on something, and another cutting was added to her little pile. I found myself thinking of the scissors that had been used for another purpose by the wife of the ex-soldier. It was clear that both women had the same idea. One searched newspapers for evidence of revolt abroad. The other sold her hair for fifteen shillings—and cursed. I wondered which of the two women was the more valuable, and I found myself wishing that the Lady of the Cuttings would betray a little of the other's impatience. The scissors swooped down again.

SOOTHING ATMOSPHERE.

I went into another room, and saw Mr. Hugh Williams, general manager of the union, late of the Machine Gun Corps. It was a very nice room. A typist tripped quietly across the soft carpet, left a letter on the desk, and tripped noiselessly out again. A man opened the door, hesitated a moment, murmured an apology, and quietly withdrew. The whole atmosphere was soothing, orderly and refined. My chair was most comfortable. The cigarette Mr. Williams handed to me was excellent. There was really no excuse for remembering the ex-soldier.

But I did remember him; and I regret to say that when Mr. Williams was telling me in a low, quiet voice of the work of the union I somewhat brusquely interrupted and told him of the man I had just left and I asked if there were by any chance a man on the premises who ever showed any impatience, who ever swore, or cursed.

Mr. Wiliams smiled. In fact, we both smiled. It seemed to be as polite a thing as I could do. Then Mr. Williams said: "I'm sorry if we strike you as too academic. I agree that we have been in the past. Shall I send for the doorkeeper?"

"Is he a member of the union?"

"I'm afraid not."

So it was no good sending for the doorkeeper. In his deplorable absence it was necessary to continue our correct and academic discussion.

We talked for about fifteen minutes, and I gathered that Mr. Williams, who has been at the union only a few months shared the impression of a good many people outside that the union must raise its voice a little louder if it is to express not only the views of the cultured few, but of the great mass of the people—sick of war—as well. He showed me leaflets which sounded a new note. "It's no use merely feeling amiable," cried one, "you've got to join us to do any good." He felt—what I suppose no one would dispute—that unless the union gets a million members within 12 months there is little chance of the League of Nations being anything but the symbol of a dead ideal.

"One voice," I read, "is nothing. Even a thousand voices don't carry far. But a million voices raised together ring out through the whole country." It is to form a million voices into one vast choir of indignation that the little band of enthusiasts in Buckingham-gate are now working twelve hours a day. They realise that they are fighting against time, against the habit of forgetfulness which would allow the spirit of the old battlefields to escape into the past. They know that it is difficult to make the call to peace as attractive as the call to war. They have learnt that men who will rush to arms to back up their comrades after a retreat from Mons will look on indifferently when it is a question of arresting the retreat of politicians from the ideals for which Mons stood. It was easy for Lord Kitchener to raise three million men for war, but Lord Robert Cecil is finding it extremely difficult to raise only one million men for peace.

SUPPORT OF THE CHURCH.

I found, however, that Mr. Williams refused to be discouraged. He declined to believe that the world would willingly return to the old disastrous outlook or that the ideal of the League would ever die. He was inclined to agree, I gathered, that the Union suffered somewhat from "respectability," and that some of its branches were in danger of being crushed by the dead weight of local notabilities who become associated with the League of Nations with the same eagerness with which they accept the presidency of the local flower show. The impression I got was that the new policy of the Union will be based on recognition of the fact that the League stands, after all, for revolt—for revolt against the old disastrous order—and that for the future local mayors with a bellicose past will not be pressed by secretaries of the Union to divert their energies from the opening of deserving bazaars.

Mr. Williams surprised me on one point. He said that a special effort would shortly be made to enlist the support of the Church.

"Is the support of a Church that stands for war worth having?" I asked.

"We hope it will stand for peace," he replied.

Mr. Pilkington came in. He is in charge of the educational side of the Union, and believes that education will bring the New World to life. He told me something that certainly was cheering. He said that the Union were arranging to produce a History—written in the light of the new ideals—which he hoped would be accepted in all the schools of the country. It will not, of course, be the conventional history. It will not glorify war and Imperialism, or put a halo round the heads of bellicose Kings or Ministers. It will examine the causes of some of the needless wars of the past, and it will not omit to point out that it is not always Prime Ministers who win wars, but occasionally private soldiers whose only memorial is an inexpensive cross in some foreign country. Mr. Pilkington rather doubted if the big public schools would accept the new History, but he had hopes of the elementary schools.

As I climbed the stairs to Lord Robert Cecil's room I found myself wondering whether he would say anything that might be expected to satisfy the gassed consumptive soldier cursing humanity from his squalid deathbed, with his haggard wife sitting at the foot.

I found Lord Robert discouraged, but by no means in despair. He thought that a great opportunity had been lost when Europe failed to refer the Ruhr dispute and the Polish-Russian quarrel to the League, but against these two disappointments he put some definite achievements. For example:

Preparations for the establishment of the Court of International Justice have been initiated.

An International Health Bureau is to be established.

An International Financial Conference is to meet in the near future.

An International Commission of Investigation is to be sent to Russia.

I put to him the stock criticism of the man who says: "What's the good of thinking internationally in this country if they're thinking nationally in other countries?"

TO LEAD EUROPE.

"It is true," replied Lord Robert, "that there is no similar movement on the same scale on the Continent. There is a small movement in Italy and a smaller one in France. But that doesn't matter. There isn't the least doubt that if we make it perfectly clear that we are determined the League shall be a living thing the whole of Europe will fall into line with us. I am confident that if we care to do so we can lead Europe. The people would not tolerate any Government that refused to follow us on that point. There is no ground whatever for the fear that in supporting the League of Nations we shall be left alone."

"What is needed," added Lord Robert "is to make public opinion in this country so strong in support of the League that no Government will be able to ignore what I believe to be the wish of the great majority of the people."

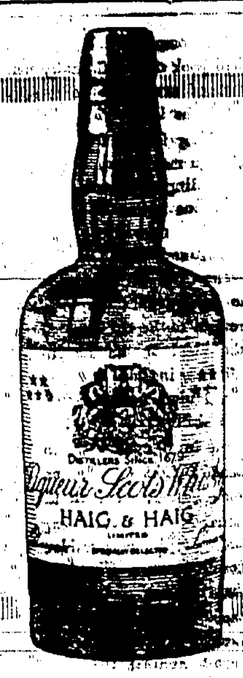
I asked if he were satisfied with the attitude of the Church. "It has profoundly disappointed me," he replied, "especially the attitude of my own Church. They don't seem to realise that the question of the success or failure of the League should be one of vital interest for them."

ATTITUDE OF WOMEN.

Then Lord Robert somewhat surprised me. He confessed that he had been equally disappointed by the attitude of women. "The women of the upper class," he declared, "are almost invariably militarist. Others are more promising, but comparatively few seem yet to have discovered the vital necessity of supporting the League. I am, in fact, profoundly disappointed by the attitude to this great question, both of the Church and of women."

"What we want," he concluded, "is at least a million members of our Union in the next few months. Only by organising public opinion can we compel the Government to keep faith on this vital issue."

Lord Robert Cecil is, in fact, the Kitchener of Peace. He is appealing for recruits, not only for the protection of this country, but to safeguard the future of the world. Probably it is no exaggeration to say that nearly everything depends on whether he gets them or not. In any case, I shall do my best to persuade my friend the ex-soldier that the recruits will roll up as in the early days of the war, and that he did not fight in vain. It is just possible, perhaps, that he may consent to die without a curse on his lips.



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THE CASE OF GENERAL DYER.

VIEWS OF LIEUTENANT-GOVERNOR OF THE PUNJAB.

The *Times* has received from Sir Michael F. O'Dwyer, late Lieut.-Governor of the Punjab, a communication dealing at length with the disturbances which culminated in the shooting at Amritsar and the subsequent action of the Government. Sir Michael, whose request to be heard by the Cabinet Committee was ignored, took this means of laying before Parliament and the public some of the points he desired to submit to the Government. He says:—

Much controversy has centred round the nature of the meeting at the Jallianwala Bagh on April 13th. General Dyer's action in dispersing it was necessarily affected by his conception of its composition and objects. The Committee have thrown little light on these points, but condemn General Dyer for opening and maintaining fire on an unarmed crowd of 10,000 to 25,000 persons. A reference to the judgment of the tribunal in the Amritsar conspiracy case, which was presided over by a High Court Judge, shows that the organizer of the Jallianwala meeting of April 13th was Dr. Muhammad Bashir, who had taken a leading part in the acts of rebellion on April 10th, had led the mob, of which he was a recognized leader from April 10th onwards, at the attack on the National Bank and had incited them to the brutal murder of Messrs. Stewart and Scott. After this, can there be much doubt as to the object of the great Jallianwala Bagh gathering on April 13th, assembled in defiance of repeated proclamations, or of the necessity for immediate and drastic action in forcibly dispersing it?

It may be noted that the Tribunal, after full consideration of the case of Muhammad Bashir, decided that only the death penalty would adequately meet his offence. The death sentence was, however, soon commuted; within a few months he was set at liberty under the amnesty proclamation, and he is now secretary to the local Muslim League and prominent in the Khilafat agitation!

INJUSTICE OF DELAY.

Sir Michael O'Dwyer discusses, as "a most important point," the "delay in acquainting Parliament, the public, and the Press with at least the broad facts of the disturbances." He goes on:—

Nothing has done more to prejudice the case of General Dyer and the other officers administering martial law, with the Press and public at home, than the suspicion that things had been done by them which could not stand the light of criticism, and which were therefore concealed or minimized by them or by the authorities in India.

There is absolutely no foundation for such a suspicion. As regards the Punjab, I can state that the facts of the various outbreaks and the measures taken by General Dyer and others to deal with them were communicated day by day, as fully as known, to the Government of India, and doubtless by the Government of India, without delay, to the India Office. I left India, after the outbreaks, at the end of May, 1919, and arrived in London on June 28th. On June 30th I had a long interview with the Secretary of State, during which we went over all the main facts of the outbreaks at Amritsar and elsewhere, and discussed General Dyer's action in detail, including the Jallianwala Bagh and the "crawling" order. Indeed, in regard to the latter Mr. Montagu was able to tell me that he had already seen my letter of May 1st to the Viceroy.

At the time, I probably knew as much about the situation in the Punjab as anyone at home or in India. I put all my information at the disposal of the Secretary of State, and also of Lord Sinha, Sir T. Holderness, and others at the India Office. The impression I then formed (in June and July last) was that as regards all the main facts the India Office was quite as well informed as I was; though I was naturally able to explain certain points, *e.g.*, the reasons for using aeroplanes at Gujranwala, and for the exclusion of legal practitioners from other provinces by the Martial Law authorities, and the treatment in gaol of the editor of the *Tribune*, regarding which Lord Sinha had received many representations.

Finally, Sir Michael O'Dwyer says:—

The points I wish to bring out are:—

(1.) That the composition of the Hunter Committee as a whole was defective, and that of the Minority was not impartial.

(2.) That the interval of six months between the disorders and the commencement of the inquiry seriously prejudiced the results in a manner unfavourable to the officers concerned.

(3.) That the scope of the inquiry was unduly limited by the terms of reference, which excluded Calcutta and Peshawar.

(4.) That even within the limits assigned the Committee did not cover all the ground, having omitted from consideration the judicial findings in the conspiracy and other trials.

(5.) That, consequently, their conclusion that, in the evidence before them, there is nothing to show a pre-arranged conspiracy is of little value.

(6.) That, similarly, their condemnation of the sentences of the Martial Law Commissions as unduly severe is not justified.

(7.) That the officers engaged in repressing the disorders have been prejudiced by the delay in publishing the broad facts regarding the outbreaks—a delay for which they were in no way responsible.

(8.) That the condemnation (especially by the Minority) of officers for irregularities in the administration of martial law is not justified, in view of the fact that they were denied the benefits of civil advice and guidance in the exercise of novel and difficult responsibilities.

I have only one remark to add. Neither in the Hunter Report, nor in the Government in India despatch, nor in the Secretary of State's reply is there any condemnation of the conduct of those who fomented the disorders, and are primarily responsible both for the bloodshed, which all right-minded men deplore, and for any hardships which the introduction of martial law entailed.

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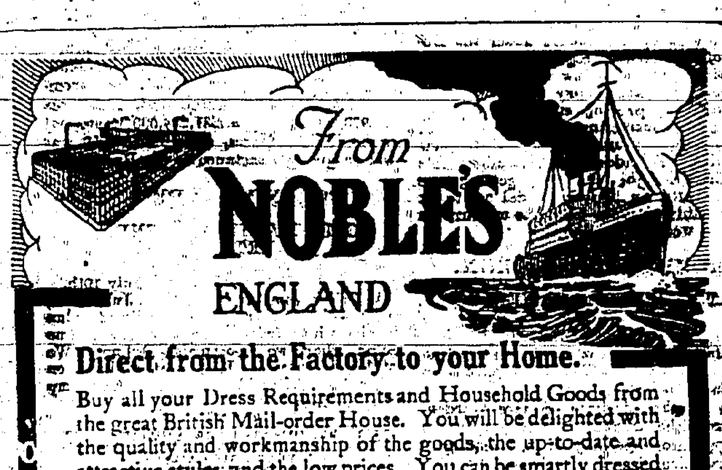
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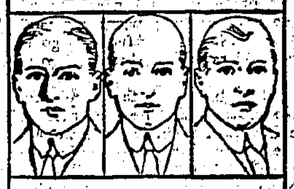
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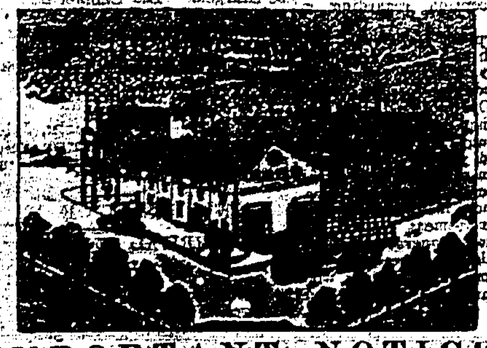
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THURSDAY, JULY 22ND—"VARIETY TITBITS"

FRIDAY, " 23RD—"SPA GIRL"

SATURDAY, " 24TH—"PERSIANA"

POPULAR PRICES—BOOKING AT MOUTRIE'S. [1223

[illegible] Cigarettes

"MELACHRINO"

	Selling Price per 100 (for local consumption)	Price for Export per 100
No. 1	$4.75	$4.50
" 4	3.75	3.50
" 5	3.25	3.05
" 8	2.25	2.05
" 9	2.25	2.05
" C	3.50	3.25
Imperial	3.50	3.25

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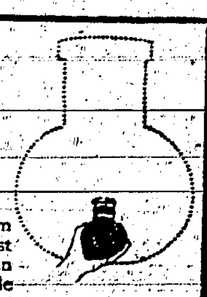
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That larger bottle would correspond to the proven Body-building Power of the Bovril actually in your hand.

BOVRIL

PETROGRAD'S PLIGHT.

PEOPLE LONG FOR RELEASE.

M. Gustave Herve has interviewed one of the Frenchmen returned from Petrograd, and gives in *La Victoire* the result of the conversation, which is of startling interest. M. Herve begged his compatriot not to exaggerate, but to tell the truth about things as he found them in Petrograd, where he had lived for ten years.

"It is true," said this man, "that the population is dying of starvation. Last year the horses which died in the streets were worried by dogs and cut up by passers by. The bodies and limbs of people are beginning to swell as the result of privations, say the doctors, and the mortality from typhus is frightful. Provisions are not bought; they are distributed by Soviet canteens to people who have cards. The only commerce that exists is clandestine, the peasants demanding as much as 2,000 roubles for one pound of butter. From time to time the police arrest the sellers and buyers as speculators and anti-revolutionaries. There are only about 100 carriages in Petrograd. Houses are destroyed in order to obtain wood, and the reason the trees are not felled in the forests near the city is that there is no transport. The railways are almost at a standstill and all the motor-car available are used by the Soviets for urgent work."

To M. Herve's question, "How is it possible for such a system of rule to continue?" the Frenchman replied:

First of all, because the people are terrorised. There are more spies than was the case under the Tsar, and condemnations to death are numerous. Secondly, the people are weak through privations; they have not the strength to resist. Thirdly, there is fear of a wholesale execution when another form of Government is established. When there are complaints in a workshop, where there is a semblance of working, Soviet orators arrive and make speeches and promise increased rations. Afterwards the leaders are arrested. At the last manifestation in the Poutiloff workshops 450 men were arrested and shot.

As to how long this state of things would last, M. Herve was told that a breath would suffice to upset the Bolshevik castle of cards, but nobody dare breathe. When General Judenitch was approaching Petrograd with his heroic volunteers last year everybody, workmen as well as Red Guards, wished him well. Those who attempted to escape were shot by the communists and compelled to desist. "The Bolshevik regime was saved by a miracle that day. If the Allies landed at Kronstadt and sent from 20,000 to 30,000 men to occupy Petrograd everybody would acclaim the soldiers as saviours. I heard on all sides that if the French were too exhausted, they only had to send their black troops."

M. Herve says he will make an attempt to have this Frenchman from Petrograd heard by M. Millerand and influential deputies. "But there is one man," he adds, "who would have still great need than our Parliamentarians to hear him for half an hour only. He is Mr. Lloyd George."

CANDID GERMAN.

WOMAN M.P. ON WHITE SOLDIERS' BRUTALITY.

Stormy scenes took place at a recent meeting of the National Assembly in Berlin during a debate on a Social interpellation regarding the use of coloured troops in the occupied region, and it was a woman deputy who was the cause of the uproar.

The interpellator, who asked the Government its intentions in this matter, said: "These savages are a terrible danger to women, children, men, and boys, and only the smallest part of the horrors was known."

The Foreign Minister Dr. Koster, in reply said: "Up to yesterday evening no news has been received of any withdrawal of coloured troops. We do not wish to enter into any race baiting. We think of the blacks in our colonies who fought with us, but the planting of 50,000 coloured troops in the heart of Europe is a crime. Protests from America, Great Britain, Sweden, and Norway made as little impression on the French as our protests. We shall appeal to the League of Nations in order that the moral pressure of the whole world may be brought to bear."

Frau Zietz, Independent Socialist, caused an uproar by her candour. She began by reminding the interpellators that they had said nothing about the acts of immoral brutality committed by German soldiers against women in Russia, Belgium, and elsewhere.

This remark caused a tremendous hubbub, and the speaker was unable to make herself heard amidst the cries of "Shame," "She insults the German people," and "Unheard-of baseness."

After the storm was over she said, "By these interjections you are only acknowledging the misdeeds of the German soldiers."

Renewed uproar followed these words, and there were repeated cries of "Unheard of insulter of the Fatherland," "Out with her," "Leave the House."

Frau Zietz added: "It is the fault of all capitalist Governments that the blacks have remained behind in civilisation. German colonial policy is one long story of German cruelty. We will not take part in a campaign of racial hatred." (Cheers from the Independents.)

Frau Mende (German People's party) deeply regretted that a German woman should have defended these conditions.

Frau Zietz said, "I have shown that the whites have also committed similar acts of bestial brutality."

Herr Becker (interrupting): "A Frau Zietz is only possible in the German Parliament."

The debate was afterwards closed.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO. LONDON & STRAITS.

The Steamship "BENLAWERS"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be prevented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, July 19th, 1920. 1228

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motor Vessel

"GLENAMOY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd July, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on July 22nd, 1920, at 10 A.M. Claims against the Steamer must be presented within 30th days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, July 15th, 1920. [1216

NOTICE TO CONSIGNEES.

S.S. "CADDOPEAK" VOY 3-HOME.

FROM "CALCUTTA VIA RANGOON PENANG, SINGAPORE & SAIGON.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on July 21st, at 10 A.M.

All claims must be presented within a week of the Steamer's arrival here after which they cannot be recognised. No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after July 22nd, will be subject to rent.

No Fire Insurance whatever will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Slipping Board.

Hongkong, July 15th, 1920. [1214

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MEDITERRANEAN
ABOVE AND BELOW WATER LINE.

C. E. WARREN & Co., Ltd.,

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Established 1900. [831

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 21st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.37	29.37	29.34
Temperature	77	75	82
Humidity	85	92	83
Wind Direction	ESE	East	East
" Force	3	4	5
Weather	or	od	o
Rain	0.15	—	0.65

Highest open-air Temperature on 20th ...80

Lowest open-air Temperature on 21st ...77

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANILA	"WINGSANG"	Fri.,	23rd July, Noon.
SHANGHAI via SWATOW	"HOPSANG"	Sat.,	24th July, D'light.
SHANGHAI	"CHOYSANG"	Sun.,	25th July, D'light.
STRAITS & CALCUTTA	"CHAKSANG"	Mon.,	26th July, 3 p.m.
TIENTSIN	"CHIPSHING"	Tues.,	27th July, D'light.
HAIPHONG via HOIHOW	"TAKSANG"	Tues.,	27th July, 8 a.m.
MOJI & KOBE	"LAISANG"	Tues.,	27th July, 5 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG"

will be despatched on or about **July 26th, at 3 p.m.** for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transhipment at Singapore) to RANGOON, PORT SWETTENHAM MADRAS and DUTCH EAST INDIES.

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GENERAL MANAGERS

TELEPHONE No. 215

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENSANDA"	30th July.
"GLENARIFFE"	4th A

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENGYLE"	31st July.	GENOA, LONDON & ANTWERP.
M/V. "GLENTARA"	about 12th Aug.	GENOA, LONDON & ANTWERP.
M/V. "GLENAMOY"	" 22nd Aug.	LONDON & ROTTERDAM
S/S. "GLENSANDA"	" 6th Sept.	LONDON & ANTWERP.
M/V. "GLENARIFFE"	Middle of September	GENOA, LONDON & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

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AGENTS: { The Glen Line, Ltd: The Royal Mail Steam Packet Co: Owners of "Shire" Line:

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And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bund, Kobe.

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SHIPPING NEWS

ARRIVALS

July 20th.

Aki Maru, Japanese str., 3,676 tons, Capt. Shibata, from Melbourne, with a general cargo.—N. Y. K.

Barrumbert, British str., 1,356 tons, Capt. Hopkirk, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

Hachiju Maru, Japanese str., 1,770 tons, Capt Tomigawa, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

Lake Gilman, American str., 1,612 tons, Capt. Johnson, from Singapore, with a general cargo.—P. M. S. S. Co.

Sinkuang, British str., 1,616 tons, Capt. Puckett, from Shanghai, with a general cargo.—B. & S.

Tjiliwong, Dutch str., 3,060 tons, Capt. Lems, from Batavia, with a general cargo.—J.C.J.L.

Uncas, British str., 2,896 tons, Capt. Crump, from San Pedro, with a cargo of oil.—Standard Oil Co.

July 21st.

Alloway, American str., 3,731 tons, Capt. Dellegar, from New York, with a general cargo.—Admiral Line.

Burma Maru, Japanese str., 2,522 tons, Capt. Takemura, from Moji, with a general cargo.—O.S.K.

Chanaa, British str., 1,385 tons, Capt. Davies, from Bangkok, with a general cargo.—B. & S.

Hatching, British str., 1,767 tons, Capt. Stewart, from Swatow, with a general cargo.—D. L. & Co.

Hop Sang, British str., 1,339 tons, Capt. Ferguson, from Shanghai, with a general cargo.—J. M. & Co.

Tungchow, British str., 1,216 tons, Capt. Harrison, from Shanghai, with a general cargo.—B. & S.

CLEARANCES.

July 21st.

Aberdeen, for Portland.
Aki Maru, for Yokohama.
Chiahua, for Bangkok.
Chiyo, for San Francisco.
Foo Lee, for Tientsin.
Haihong, for Foochow.
Hopsang, for Canton.
Hwaihoo, for Tientsin.
Jaeo, for Calcutta.
Kuthaimba, for London.
Knight Templar, for Liverpool.
Kwangtuh, for Canton.
Lake Farrar, for Batavia.
Prosper, for Saigon.
Sinkiang, for Canton.
St. Albans, for Melbourne.
Uncas, for San Francisco.
West Ira, for San Francisco.
Yangtsekiang, for Swatow.
Yingchow, for Canton.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Devanha* left Shanghai for this port on July 20th at 7 a.m., and is due here on July 22nd at about 5 a.m.

The N.Y.K. s.s. *Tokushima Maru* (Liverpool line) left Shanghai for this port on July 21st, and is expected here on July 24th.

The N.Y.K. s.s. *Bombay Maru* (Bombay line) left Bombay for this port on July 20th, and is expected here on August 9th.

The T.K.K. s.s. *Tenyo Maru* reached Yokohama on the 19th inst. and sails to-day for Hongkong *viâ* Manila, being due at this port on August 3rd, in accordance with schedule.

VESSELS EXPECTED.

Asia Maru (Liverpool line) one from Japan July 22nd.
Calcutta Maru (Hamburg line), due August 11th.
Empress of Asia, from Vancouver, due July 23rd.
Iyo Maru (European line), from July 28th.
Kaga Maru (European line), from London due July 29th.
Monteagle, from Vancouver, due August 5th.
Nagato Maru, from Liverpool, due August 8th.
Nikko Maru (Australian line), from Japan, due July 22nd.
Shin-i Maru (Bombay line), from Japan, due July 22nd.
Shingo Maru (Calcutta line), due July 30th.
Stiegerwald, due July 25th.
Swazi, from Rotterdam, due July 25th.
Tatsuno Maru (Calcutta line), due from Japan, July 24th.
Yokohama Maru (European line), due August 12th.

PACIFIC MAIL FREIGHTER AGROUND AT YOKOHAMA.

The Pacific Mail freighter *West Mingo* went aground early on the morning of the 10th inst. about a mile from the entrance to the breakwater at Yokohama Efforts to float her at high tide just before noon were unsuccessful. During the afternoon about 500 tons of cargo were discharged into lighters and another attempt was to be made at high tide at night.

The cause of the grounding is not known, but she was hurrying to port to get early pratique and it is possible that the fishing boats which display strong lights may have been mistaken for the harbour lights. She was in no danger as the bottom is soft mud.

The *West Mingo* is a United States Shipping Board vessel operated by the Pacific Mail Company in a round the world freight service. She is 410 feet long, 54 feet beam and has a carrying capacity of 6000 tons. She was built at Los Angeles.

WEATHER REPORT.

July 21st, at 8.45.—Local signal No. 1 hoisted.

July 21st, at 1 p.m.—Local signal No. 4 hoisted.

July 21st, at 11.30.—Warning to Hongkong, Phulien and Coast Ports:—Typhoon in Lat. 20 deg. N. Long. 118 deg. E., moving W.N.W.

July 22nd at 12.15.—No returns from Japan, Vladivostock and Weihaiwei.

Pressure has increased slightly at Hongkong and Shanghai, and decreased slightly to moderately elsewhere. The depression has passed into the Gulf of Tongking and a depression or typhoon is situated to the eastward of Pratas Shoal.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 1.49 inch. Total since January 1st, 63.50 inches against an average of 47.11 inches.

The forecast for the 24 hours ending at noon to day is as follows:—

District	Forecast.
Hongkong to Gap Rock	N.E. winds, strong to a gale; cloudy squally, rain.
Form sa Channel	N.E. winds, strong
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG TIDE TABLE.

From July 22nd to 28th, 1920.

Days of Week	Days of Month	High Water H'kong Standard Time	High Water Height	Low Water H'kong Standard Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Thur.	22	m 2 27	5 0	m 8 2	3 2
		3 31 a	4 8	8 20 a	2 6
Fri.	23	m 3 26	5 2	m 9 41	3 3
		4 a	4 2	9 13 a	3 0
Satur	24	m 4 26	5 5	m 11 22	2 9
		5 42 a	3 9	1 5 a	3 3
Sun.	25	m 5 18	5 8	m 0 39	2 5
		7 8 a	3 9	11 1 a	3 4
Mon.	26	m 6 3	5 1	1 31 a	2 0
		8 2 a	4	11 58 a	3 4
Tues.	27	m 6 42	4 4		
		9 a	4 0	2 8 a	1 6
Wed.	28	m 7 19	4 7	m 0 51	3 4
		8 38 a	4 2	2 42 a	1 3

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CPOS
SAILINGS
HONGKONG-VANCOUVER
(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

Steamers	From Hongkong	Due Vancouver
+ Empress of Japan	July 20	Aug. 10
+ Empress of Asia	July 29	Aug. 16
* Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
* Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

+ Omit. Kobe.

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

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LLOYD TRIESTINO
For SHANGHAI & YOKOHAMA
S.S. "INNSBRUCK" ... on or about 2nd August.
S.S. "HUNGARIA" ... on or about 31st August.
For BRINDISI, VENICE & TRIESTE.
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VIA SINGAPORE, PENANG & COLOMBO
S.S. "PILSNA" ... on or about 9th August.
S.S. "INNSBRUCK" ... on or about 6th September.
S.S. "HUNGARIA" ... on or about 3rd October.
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Regular Services between
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S.S. "BORNEO MARU" ... sailing on or about 26th July.
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S.S. "RIOJUN MARU" ... sailing on or about 31st July.
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N. Y. K.
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SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
TOYOHASHI MARU (calling Manila) Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (calling Manila) Monday, 16th Aug., at 11 a.m.
FUSHIMA MARU Saturday, 11th Sept., at 11 a.m.
KATORI MARU (calling Manila) Thursday, 30th Sept., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
IYO MARU ... Thursday, 29th July, at Noon.
ATSUTA MARU ... Tuesday, 10th Aug., at Noon.
SHIDZUOKA MARU ... Friday, 20th Aug., at Noon
HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
AWA MARU ... Friday, 23rd July.
TOKUSHIMA MARU ... Sunday, 25th July.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Friday, 23rd July, at 11 a.m.
AKI MARU ... Wednesday, 18th Aug., at 11 a.m.
NEW YORK via Suez Canal.
SOUTH AMERICAN PORTS via Singapore, Rangoon Calcutta, Durban & Cape Town.
PENANG MARU ... Monday 9th Aug.
BOMBAY & COLOMBO via Singapore.
SHIN-I MARU ... Friday, 23rd July
CALCUTTA & RANGOON via Singapore & Penang
TATSUNO MARU ... Sunday, 25th July.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 21st Aug., at 11
SHANGHAI, KOBE & YOKOHAMA.
KAGA MARU ... Friday, 30th July, at 11 a.m.
NAGATO MARU ... Sunday, 8th August.
YOKOHAMA MARU ... Friday 13th Aug., at 11 a.m.
For further information apply to— NIPPON YUSEN KAISHA.
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S.S. "WEST CAMPGAW" ... about Aug. 15th.
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THE EAST ASIATIC CO., LTD.,
COPENHAGEN.
M.S. "CHILE"
will be loading for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates on the 7th August.
For space and particulars please apply to—
THORESEN & CO.,
AGENTS.
1231]
CHINA-AUSTRALIA MAIL S.S. LINE
For AUSTRALIAN PORTS via MANILA & SANDAKAN.
"VICTORIA" Sailing August 4th.
For Freight and Passage apply to—
THE CHINA & AUSTRALIA S.S. CO. LTD.,
Agents,
113, Connaught Road Central.
497
PACIFIC MAIL S.S. CO.
U.S. MAIL LINE
Operating the new first-class steamers
"ECUADOR," "VENEZUELA" & "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.
S.S. "VENEZUELA" Aug. 11th.
ALSO
S.S. "WEST MINGO" Last half of August for Baltimore, via Manila and Suez Ports.
HONGKONG—CALCUTTA SERVICE.
S.S. "JACOX" Thursday, July 22nd, for Calcutta via Singapore, Penang and Rangoon.
Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.
For further information apply to—
PACIFIC MAIL S.S. CO.
Hotel Mansions.
Cable Address "SOLANO."
Telephone 141.
FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.
For NEW YORK
"CELTIC PRINCE" ... via Suez Canal Early October.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
For freight and further particulars, apply to—
SHEWAN, TOMES & CO.,
Agents.
1111

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

14

"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
to
UNITED KINGDOM AND CONTINENT.

LONDON "KANSAS" 10th Sept.
LONDON "SWAZI" 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.
or to REISS & CO., CANTON.

22

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail	
PNOMPENH	"PAOTING"	On 22nd July,	D'light
HONGAY	"PAKHOI"	On 22nd July,	9 A.M.
SWATOW and SINGAPORE	"CHENGTU"	On 22nd July,	3 P.M.
WEIHAIWEI, CHOO, N'CHWANG & TSIN	"HUICHOW"	On 22nd July,	4 P.M.
SHANGHAI	"TAIKAN"	On 23rd July,	4 P.M.
SHANGHAI and TSINGTAO	YINGCHOW	On 24th July,	4 P.M.
AMOY, SHANGHAI & FUKOW	"SZECHUEN"	On 27th July,	10 A.M.
SWATOW & BANGKOK	"KANCHOW"	On 27th July,	11 A.M.
SHANGHAI	"SUNNING"	On 29th July.	Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 3rd Aug.,	4 P.M.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 36. BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days),

"HAICHING"	Capt. A. H. Stewart	FRIDAY,	23rd July, at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	TUESDAY,	27th July, at 2 P.M.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	30th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freights and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.
Joint Service of the
"BLUE FUNNEL" LINE
OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.N. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

* "CITY OF ORAN"	via Suez		21st July.
* "BIRMINGHAM CITY"	via Suez		27th Aug.
"NINGCHOW"	via Suez		6th Sept.
* "CITY OF DUNKIRK"	via Suez		20th Sept.

* calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON.
THE BANK LINE, LTD., HONGKONG.
BF SS CO. CANTON.

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P. & O. - BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,100	24th July Noon.	Marseilles, London & Antwerp
"LAHORE" (Cargo)	5,200	12th Aug.	Marseilles, London & Antwerp
"KALYAN"	9,000	18th Aug.	Marseilles, London & Antwerp
"PLASSY"	7,400	29th Aug.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA"	5,200	28th July P.M.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	30th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	7,100	25th July.	Shanghai & Japan.
"ARRATOON APCAR"	4,500	27th July.	Shanghai & Japan.
"EASTERN"	4,000	30th July.	Japan direct.

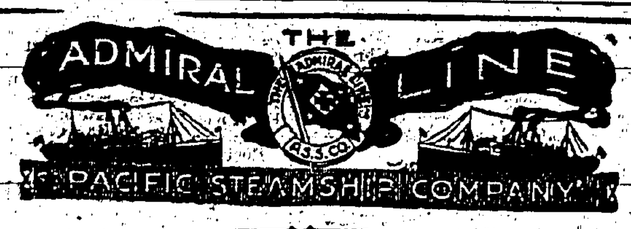
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 3ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1



TRANS-PACIFIC FREIGHT SERVICE.
operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe).

"WHEATLAND"	About July	25th.
"ELDRIDGE"	About July	29th
"CITY OF SPOKANE"	About Aug.,	19th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"PAWLET"	About July	28th.
"COAXET"	About Aug.	22nd.

For SAN FRANCISCO and SEATTLE.

"ELKTON"	About Aug.	6th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HONG KONG MANSIONS.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons. 10,000 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"	"CHINA"	"NILE"
19th	July 22nd.	28th Aug.

An unsurpassed high-class passenger service.

O. H. RITTER, Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1324. Telephone, Freight Dept. and Agent 2161.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	...Aug. 10th. (from Yokohama).
TENYO MARU	22,000	...Aug. 11th.
SHINYO MARU	22,000	...Sept. 6th.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
ANYO MARU	13,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITHS, LTD. [35

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT		SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON"	22,000	On or about 3rd Aug
	"PAUL LECAT"	23,000	On or about 15th Aug.
	"ARMAND BEHIC"	10,000	On or about 4th Sept
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"AMAZONE"	10,000	On or about 17th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG
—Monthly directly service via Singapore and Port Said.

"ALPS MARU"	(Call Marseilles)	...	Tuesday, 7th Sept.
"ATLAS MARU"	do	...	Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU"	Friday,	13th Aug.
"CHICAGO MARU"	Tuesday,	14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU"	Friday,	23rd July.
"SIAM MARU"	Beginning of	Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"UNNAN MARU"	Sunday,	1st Aug

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"KOSOKU MARU"	Monday,	26th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA
Regular fortnightly service calling at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway

"AFRICA MARU"	Saturday,	21st Aug.

SAN FRANCISCO & NEW ORLEANS.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU"	Friday,	23rd July.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"LUZON MARU"	Wednesday,	28th July.

KEELUNG via SWATOW & AMOY—these steamer have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office

KAIJU MARU	Tuesday,	25th July

TAKAO via SWATOW & AMOY.

"BOSHU MARU"	Thursday,	29th July

For sailing dates and further particulars please apply to:—

Y. YAMAUDA,
Manager,
No. 1, Custom's Building.

Tel. No. 744 & 745. 21

LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.
HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS	ABOUT	SAILING	ABOUT
S.S. WEST MONTOP...	July 31st.	S.S. WEST MONTOP...	Aug. 3rd.
S.S. WEST HIKA ...	Aug. 10th.	S.S. WEST HIKA ...	Aug. 12th.
S.S. VINITA ...	Sept. 17th.	S.S. VINITA ...	Sept. 15th.
S.S. WEST HIXTON ...	Oct. 7th.	S.S. WEST HIXTON...	Oct. 10th.

Through Bills of Lading to all U.S. and Canadian Overland Points: no Transhipment en-route. Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif. Hongkong Office:—Prince Building, Chater R
Branch Office:—Kobe, Shanghai, Manila, Singapore. Tel. No. 1062.
CHA. E. RICHARDSON
General Agent for South China

4631

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and when mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m on the previous day.

INWARD MAILS.

From	Per	Due
Japan	*Nikko Maru* ...	22nd July
Japan	*Shin-i Maru* ...	22nd July.
Shanghai	*Awa Maru*	22nd July
Shanghai	*Szechwen*	23rd July.
Shanghai	*Tokushima Maru*	24th July.
Japan ...	*Tatsuno Maru* ...	24th July.
Europe (via Negapatam)	*Takada* ...	24th July.
Shanghai and Japan	*Iyo Maru* ...	28th July.
Straits	*Kaga Maru*...	29th July.
Straits and Calcutta	*Shingo Maru* ...	30th July.

OUTWARD MAILS.

For	Per	Date
Fort Bayard, Hoihow and Haiphong	*Hanoi* ...	Thursday, 22nd, 8.00 A M
*Straits, *Bangkok, Calcutta and Aden	*Java* ...	Thursday, 22nd 10.00 A M
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO	*China*	Thursday, 22nd, Registration 9.45 A M; Letters ...10.30 A M
Philippine Islands ...	*Wingsang*	Thursday, 22nd. 2.00 P M
Swatow and *Straits	*Chengtu*	Thursday, 22nd, 2.00 P M
Weihaiwei, Chefoo and Tientsin ...	*Haichow* ..	Thursday, 22nd, 3.00 P M
Swatow, Shanghai, and *North China	*Hopsang*	Thursday, 22nd, 5.00 P M
Hoihow	*Pak Lee*	Thursday 22nd, 5.00 P M
*Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marquis, *South Africa, *India via Dhanushkodi, *Bombay and *Aden...	*Burma Mara*	Friday, 23rd, 9.00 A M
Philippine Islands, Australia and New Zealand, via Thursday Island	*Nikko Maru* ...	Friday 23rd, Registered ... 8.45 A M; Letters 9.30 A M
Swatow, Amoy, and Foochow	*Haisking*	Friday, 23rd. 1.00 P M
Philippine Islands ...	*Loongsang* ..	Friday, 23rd, 2.00 P M
Shanghai and North China	*Sinkong* ..	Friday, 23rd. 3.00 P M
*Japan via Yokohama...	*Tjiadan* ..	Friday, 23rd, 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Bombay Aden, Egypt & EUROPE via MARSEILLES ...	*Devanha* ...	Saturday, 24th, Registration 9.45 A M; Letters ... 10.30 A M.
Shanghai, and North China ...	*Yingchow*	Saturday, 24th, 3.00 A M
Keelung via Swatow, and Amoy	*Keijo Maru* ...	Sunday, 25th, 9.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & LONDON ... The Parcel Mail will be closed on Saturday July 24th, at 5 p.m.	*Pyrrhus* ...	Monday, 26th, Registration 8.45 A M; Letters ... 9.30 A M
Amoy, *Shanghai and *North China....	*Szechuen*	Tuesday, 27th, 9.00 A M
*Swatow and *Bangkok ...	*Kiuchow*	Tuesday, 27th, 10.00 A M
Swatow, Amoy and Foochow ...	*Hai Loong* ..	Tuesday. 27th, 1.00 P M
Shanghai and North China ...	*Shinning*	Thursday, 29th 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marquis, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES	*Iyo Maru* ..	Thursday, 29th, Registration 9.45 A M; Letters ...10.30 A M
Shanghai, N. China and Japan, via Kobe	*Kaga Maru*	Friday, 30th, 0.00 A M
	—:AUGUST:—	
Philippine Islands	*Taming*	Tuesday, 3rd, 3.00 P M

*Correspondence bearing vessel's name only.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE STEAMSHIP

"METHVEN"

WILL BE DESPATCHED ON OR ABOUT THE 30TH JULY,

FOR SINGAPORE.

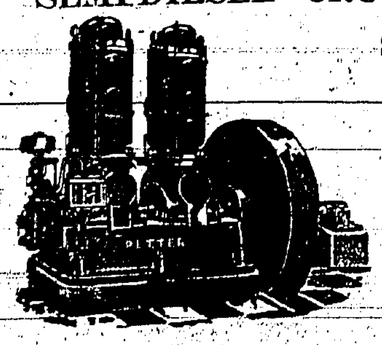
TAKING CARGO AT CURRENT RATES OF FREIGHT.

For space and further particulars, apply to:—

P. A. COX,
Acting General Agent,
C.P.O.S. LTD.

1179

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—
RELIABILITY—
ECONOMY

A STANDARD SERIES.

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE

10 TO 450 B.H.P.

For further particulars apply to—

WM. C JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

[20

COMMERCIAL.

OPENING QUOTATIONS.

July 21st.

ON LONDON.—	
Telegraphic Transfer	3/8½
Bank bills, on demand	3/8½
Bank Bills, at 3 days sight	3/8½
Bank bills, at 4 months sight	3/9
Credits, at 4 months sight	3/10½
Documentary bills, 4 months' sight	3/11½
ON PARIS.	
Bank Bills, on demand	—
Credits, 4 months' sight	830
ON NEW YORK.—	
Bank Bills on demand	nom.
Credits, at 60 days sight	73⅜
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank bills, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom.
ON SHANGHAI.—	
Bank bills, at sight	nom
Private, 30 days' sight	nom.
ON YOKOHAMA.—On demand	140
ON MANILA.—Ondemand—Pesos	157½
ON SINGAPORE—On demand	159
ON BATAVIA.—On demand	191
ON HAIPHONG.—On demand	nom.
ON SAIGON—On demand	nom.
ON BANGKOK.—On demand	56½
SOVEREIGNS, Bank's Buying rate	$ 5.30 n.
GOLD LEAF 100 fine, per tael	$36.60
BAR SILVER per oz	52½d.

SUBSIDIARY COINS.

	Per cent.
Hongkong...20 cents piece	$0.00 Discount.
Hongkong...10 "	0.02 "
Canton 20 "	8.70 "
Canton ...10 "	0.00 Premium

BANKS

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hong kong, November 2nd, 1919.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF TAIWAN LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 37,500,000
Reserve Funds	" 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Taingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Vœux Road, Central,
Hongkong, November 1st, 1919. [42

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,500,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:
Bombay, Calcutta, Colombo, Delhi, Gallo, Hongkong, Howrah, Kandy, Karachi, Kota Bhara, Kuala Lumpur, Madras, New York, Penang, Port Louis (Mauritius), Rangoon, Shanghai, Singapore.

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, June 30th, 1920. [44

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. PARR—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnstone.
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 43,000,000
Reserves	Frs. 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

BANKERS.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de-Paye-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, December 1st, 1919. [76

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. PONG WAI TING, Chairman.
Mr. Chow Shou Son, Mr. Kai Ying Po,
Mr. Li Koon Chun, Mr. Mok ChingKong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920. [139

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

AUTHORIZED CAPITAL	F. 250,000,000
SUBSCRIBED CAPITAL	F. 150,000,000
PAID UP	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	F. 50,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOUENEL,
Manager.

Hongkong, April 28th, 1920.

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Operating the following U.S. Shipping Board Steamers

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SEATTLE—TACOMA—VICTORIA—VANCOUVER

via Kobe and Yokohama,

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"DELIGHT" 25th August.

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This vessel offers excellent cabin accommodation for saloon passengers.

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FOR MAURITIUS & DELAGOA BAY.

S.S. "LINDSAY MOLLER"

SAILING

ABOUT MIDDLE OF AUGUST.

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AGENTS.
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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	3rd Aug.	8th Aug.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital $4,000,000. Surplus $1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

SHANGHAI TIENTSIN MANILA PEKING
HANKOW CANTON CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

D. M. BIGGAR,
Hongkong Manager.

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THE BANK OF CHINA 中國銀行

(Specially authorized by Residential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	3,197 400.00

HEAD OFFICE—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE PEL,
Manager.

Hongkong, February 9th, 1920. [4

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 99

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THERAPION No. 2
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Printed and Published by BERTRAM AUGUSTUS HALE, for THE HONGKONG DAILY PRESS, LTD., at 10A, Des Vœux Road Central Victoria, Hongkong; London Office: 131, Fleet Street, E.C.